SCCA® National Solo® Rules

2015 EDITION

Sports Car Club of America®
Solo®
6620 SE Dwight St.
Topeka, KS 66619
(800) 770-2055
(785) 232-7228 Fax
www.scca.com

SCCA
Sports Car Club of America

10.6.3 Hearing The Appeal 64
10.7 JUDGMENT OF THE APPEALS COMMITTEE 64
10.8 PUBLICATION AND EFFECT OF DECISION 64
10.9 BAD FAITH APPEALS 65

11. AWARDS 65

12. AUTOMOBILE DEFINITIONS 65
Active/Reactive Suspension 65
Anti-Lock Braking System (ABS) 65
Automobile (Car) 65
Blow-Off Valve (BOV)/Pop-Off Valve (POV) 65
Canard 65
Chassis 66
Closed Car 66
Compressor Bypass Valve (CBV) 66
Driver/Passenger Compartment 66
Drivetrain 66
Floor Pan 66
Frame Rails 66
Mid-Engine 66
Model 67
Open Car 67
Roll Bar/Roll Cage 67
Sedan 67
Shock/Strut Towers 67
Solid Rear Axle 67
Standard Part 67
Subframe/Cross Member 67
Suspension 68
Suspension mount 68
Strut Bar 68
Track 68
Traction/Stability Control 68
Trunk Area 68
Tub 69
Tub-based Car (non-tube-frame) 69
Tube-Frame Car 69
Unibody (Unit-Body) 69
Varible Valve Timing (VVT) 69
Wing Area Computation 69

13. STREET CATEGORY 71
13.1 AUTHORIZED MODIFICATIONS 72
13.2 BODYWORK 72
13.3 TIRES 73
13.4 WHEELS 74
13.5 SHOCK ABSORBERS 75
13.6 BRAKES 76
13.7 ANTI-ROLL (SWAY) BARS 77

13.8 SUSPENSION 77
13.9 ELECTRICAL SYSTEM 77
13.10 ENGINE AND DRIVE TRAIN 78

14. STREET TOURING® CATEGORY 81
14.1 AUTHORIZED MODIFICATIONS 81
14.2 BODYWORK 81
14.3 TIRES 82
14.4 WHEELS 83
14.5 SHOCK ABSORBERS 83
14.6 BRAKES 83
14.7 ANTI-ROLL (SWAY) BARS 84
14.8 SUSPENSION 84
14.9 ELECTRICAL SYSTEM 87
14.10 ENGINE AND DRIVETRAIN 87
14.11 OUT OF PRODUCTION CARS 89

15. STREET PREPARED CATEGORY 91
15.1 AUTHORIZED MODIFICATIONS 92
15.2 BODYWORK 93
15.3 TIRES 96
15.4 WHEELS 96
15.5 SHOCK ABSORBERS 96
15.6 BRAKES 97
15.7 ANTI-ROLL (SWAY) BARS 97
15.8 SUSPENSION 98
15.9 ELECTRICAL SYSTEM 100
15.10 ENGINE AND DRIVE TRAIN 101
15.11 OUT-OF-PRODUCTION CARS 105

16. STREET MODIFIED CATEGORY 107
16.1 ALLOWED MODIFICATIONS 108
16.2 MINIMUM WEIGHTS 112

17. PREPARED CATEGORY 113
17.1 AUTHORIZED MODIFICATIONS 114
17.2 BODYWORK AND STRUCTURE 114
17.3 TIRES 119
17.4 WHEELS 119
17.5 SHOCK ABSORBERS & SPRINGS 120
17.6 BRAKES 121
17.7 ANTI-ROLL (SWAY) BARS 121
17.8 SUSPENSION/SUSPENSION CONTROL 121
17.9 ELECTRICAL SYSTEM 123
17.10 ENGINE AND DRIVETRAIN 123
17.11 OTHER 131
17.12 SAFETY 132

18. MODIFIED CATEGORY 133
18.1 MODIFIED PRODUCTION-BASED CARS 136
18.2 SPORTS RACERS 144
18.3 FORMULA CARS 145
18.4 SPECIALS 145
18.5 FORMULA SAE (FSAE) 146
18.6 LEGENDS CARS AND DWARF CARS 146

19. KART CATEGORY 149
19.1 KART MODIFIED (KM) 149
19.2 FORMULA JUNIOR 154

20. PROSOLO® NATIONAL SERIES RULES 159
20.1 PROSOLO® EVENTS 159
20.2 OVERVIEW 159
20.3 PROGRAM OBJECTIVE AND STRATEGIES 159
20.4 OPERATIONAL AUTHORITY AND RULES INTERPRETATION 159

APPENDIX A - AUTOMOBILE CLASSES 161
STREET CATEGORY 163
A Street class (AS) 164
B Street class (BS) 164
C Street class (CS) 165
E Street class (ES) 167
F Street class (FS) 167
G Street class (GS) 169
H Street class (HS) 170
Super Street-R class (SSR) 175
STREET TOURING® CATEGORY 176
Street Touring® FWD (STF) 176
Street Touring® Sport (STS) 177
Street Touring® Xtreme (STX) 178
Street Touring® Ultra (STU) 179
Street Touring® Roadster (STR) 179
STREET PREPARED CATEGORY 181
Super Street Prepared (SSP) 181
A Street Prepared (ASP) 182
B Street Prepared (BSP) 183
C Street Prepared (CSP) 184
D Street Prepared (DSP) 185
E Street Prepared (ESP) 187
F Street Prepared (FSP) 188
STREET MODIFIED CATEGORY 193
Street Modified Class (SM) 193
Super Street Modified Class (SSM) 194
Street Modified Class Front Wheel Drive (SMF) 194
PREPARED CATEGORY 195
X Prepared (XP) 195

C Prepared (CP) 199
D Prepared (DP) 202
E Prepared (EP) 207
F Prepared (FP) 214
MODIFIED CATEGORY 219
A Modified (AM) 219
B Modified (BM) 219
C Modified (CM) 220
D Modified (DM) 226
E Modified (EM) 226
F Modified (FM) 227

APPENDIX B - CLASSIC AMERICAN MUSCLE (CAM) 230

APPENDIX C - SOLO® ROLL BAR STANDARDS 232
A. Basic Design Considerations 232
B. Material 232
C. Fabrication 233
D. Bracing 233
E. Mounting Plates 233
F. Removable Roll Bars 234
G. Installation on Cars of Space Frame and Frameless Design 234
H. Roll Cages 234
I. Roll Bar Padding 234

APPENDIX D - SOLO® TRIALS RULES 235
I. Purpose 235
II. Concept 235
III. Procedure for SCCA® Sanction 236
IV. Site Selection and Course Design Approval 236
V. SCCA® Insurance 237
VI. Event Officials 237
VII. Entrant Eligibility and Licensing 237
VIII. Workers 237
IX. Event Safety Requirements 237
X. Vehicle Safety Equipment Requirements 238
XI. Driver Safety Equipment Requirements 240

APPENDIX E - SOLO® SAFETY STEWARD GUIDEBOOK 242
I. INTRODUCTION 242
II. START OF THE SSS PROGRAM 243
III. DIVISIONAL SOLO® SAFETY STEWARD 243
IV. APPOINTMENT OF SSS FOR SOLO® EVENTS 244
V. PROCEDURES FOR BECOMING A SSS 244
VI. PROCEDURES FOR BECOMING A SSS INSTRUCTOR 245
VII. SOLO® EVENTS AT RACING FACILITIES 245
VIII. RESPONSIBILITIES OF A SSS 246
A. The Use Of Deputy Solo® Safety Stewards 247

13. STREET CATEGORY

Cars running in Street Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. A Canadian-market vehicle is eligible for Street category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in Street Category, provided that vehicle was produced in quantities of at least 1,000 in that model year.

A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the Street classes.

Except for modifications authorized below, Street Category cars must be run as specified by the manufacturer with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared, or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be totally complete and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, fuel filler caps, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material, etc.), are used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts

are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in Street Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous Sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures, *or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only*.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror.

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

D. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.

E. Alternate shift knobs *or paddles* are allowed.

F. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Section 3.3.3.B.1, Safety Inspection Requirements.

G. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.
2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

H. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may disabled but may not be removed. Removeable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

I. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

J. Tow bar brackets may be installed but may serve no other purpose.

K. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

13.3 TIRES

Tires may be replaced with any size that fit the allowable wheels and fender wells without modification.[4] Tires may be excluded for, but not limited to, low volume production, extensive availability limitations, and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for Solo® competition until it meets all requirements of this Section. Tire models not meeting the requirements by April 30 are not eligible for Solo® competition until after the Solo® National Championships of the year.

[4] *Fastrack News, April 2015, page 13*

A. Specifications

1. Minimum UTQG Treadwear Grade of 200.
2. Minimum molded tread depth of 7/32" as specified by the manufacturer.
3. Listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).
4. US Department of Transportation (DOT) approval.
5. Tires must be designed for highway use on passenger cars.

B. Eligibility Requirements: The following are prerequisites before a tire can be used in competition at National Solo® events.

1. Tire availability: Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.
2. Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.
3. Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.
4. Material Change: Tires which previously met the eligiblity requirements that undergo a significant compound change, tread pattern change, or other significant redesign reset the requirement for eligibility described in Section 13.3.B.
5. *A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.*
6. Reintroduction: Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of Section 13.3.

C. Other

1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Solo® events. OE tires must meet all requirements of Section 13.3 to be eligible for National Solo® events.
2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.
3. No recap and/or retread tires may be used.
4. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership.

   No tire models are currently listed.

13.4 WHEELS

Any type wheel may be used provided it complies with the following:

A. It is the same width as standard and as installed it does not have an

offset more than *±7.00 mm (±0.275")* from a standard wheel for the car. The resultant change in track dimensions is allowed.

B. Wheel (rim) diameter may be increased or decreased 1" from the standard part.

Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors may be removed.

Centerlock/Spline Drive/Knock-off type hubs may be converted to lug type hubs provided the resultant combination complies with the offset requirements of this Section.

13.5 SHOCK ABSORBERS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.
2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.
3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative to the hub as on the standard part. Shims may be used to achieve compliance.
4. The fully extended length must be within ±1" (±25.4 mm) of the dimension of the standard part.
5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically-controlled shocks are not allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed

or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

(1) the enlarged hole must remain concentric with the original configuration;

(2) the enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate);

(3) neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

F. A hole may be added to interior body *panels, the engine compartment, the trunk, and/or a strut bar* to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior body *panels*.

13.6 BRAKES

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

13.8 SUSPENSION

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the standard components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard manufacturer parts as per Sections 12 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

13.9 ELECTRICAL SYSTEM

A. The make of spark plugs, points, ignition coil and high tension wires

is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.

C. Ignition settings may not be adjusted outside factory specifications.

D. No changes are permitted to electronic engine management systems or their programming.

E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B.18, Safety Inspections Requirements. It may serve no other purpose.

F. Tire pressure monitoring systems (TPMS) may be disabled. Altering the signal to the TMPS is permitted.

G. On cars without the ability to turn off electronic stability control and/or traction control (ESC/TC) from the manufacturer, modifications to defeat the ESC/TC are permitted. These modification are limited to altering the inputs to the ESC/TC processor (e.g., removing fuses, unplugging yaw or steering angle sensors, altering signals) and may serve no other purpose. Any codes or error lights resulting from ESC/TC modifications are permitted.

13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be rebored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508 mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system exits the car in the original location and meets the requirements of Section 3.3.3.B.16, Section 3.5 and Appendix I where applicable. Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same loca-

tion as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

H. Any oil or grease, including synthetic, is permitted.

I. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

14. STREET TOURING® CATEGORY

The Street Touring® category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use.

Under the provisions of Section 1.1 of these rules, SCCA® Regions are free to allow any other version of the Street Touring® concept which meets the local needs. In particular, some leeway in the area of bodywork allowances (e.g., wings/spoilers beyond those allowed in Section 14.2.F) is encouraged at SCCA® Regional Solo® events.

See Sections 3.8 and 8.3.1 for documentation requirements.

14.1 AUTHORIZED MODIFICATIONS

All Solo® Rules Street Category allowances, plus all allowances contained in Section 14.

14.2 BODYWORK

A. Pedal cover kits and other interior cosmetic accessories may be added. "Dress-up" items such as chrome dipsticks and non-standard filler caps are permitted, provided they serve no other purpose.

B. The driver and front passenger seats may be replaced with the following restrictions. The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added.

C. Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.

D. Alternate steering wheels are allowed except that steering wheels with an integral airbag may not be changed.

E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, brake ducts, etc). No other changes to the standard fenders or wheel wells are permitted.

F. Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional sccops/vents is allowed provided that either:

1. It is a production part which is standard or optional equipment of a US model of the vehicle. ("Model" is defined in Section 12.)
2. It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing,

HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc).

Parts must be installed as directed by the manufacturer. Exact replicas,including weight, from alternate sources are also permitted.

G. Strut bars per Section 12 are permitted with all types of suspension, subject to the following constraints:

1. A 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.
2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.
3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2" (50.8mm) in any direction of the actual suspension attachment to the chassis.
4. Except for standard parts, no connections to other components are permitted.

Additional holes may be drilled for mounting bolts. Only "bolt-on" attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

H. Longitudinal (fore-aft) subframe connectors ("SFCs") are permitted with the following restrictions:

1. They must only connect previously unconnected boxed frame rails on unibody vehicles.
2. Each SFC must attach at no more than 3 points on the unibody (e.g., front, rear, and one point in between such as a seat mount brace or rocker box brace).
3. SFCs must be bolted in place and not welded.
4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
5. No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

Tires shall have a section width up to and including the following:

STF, STS, STR (AWD) ..... 225 mm
STX, STU (AWD) ..... 245 mm
STR (2WD) ..... 255 mm
STX (2WD) ..... 265 mm
STU (2WD) ..... 285 mm

14.4 WHEELS

Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted):

STF, STS, STR (AWD) ..... 7.5”
STX (AWD) ..... 8.0”
STX, STR (2WD) ..... 9.0”
STU ..... unlimited

14.5 SHOCK ABSORBERS

A. Shock absorber bump stops may be altered or removed.

B. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added, or replaced, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as standard. No shock absorber may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel.

14.6 BRAKES

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and made of ferrous material (e.g., iron). Thickness includes the individual plates of a vented rotor, as well as the overall dimension. The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trail-

ing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose.

D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

14.7 ANTI-ROLL (SWAY) BARS

Substitution, addition, or removal of any anti-roll bar(s) is permitted. Bushing material, method of attachment, and locating points are unrestricted. This does not authorize the cutting of holes to route the bar(s) or links. Components such as anti-roll bars and strut housings that serve dual purposes by also functioning as suspension locators may not be modified in ways that change the suspension geometry or steering geometry. Non-standard lateral members which connect between the brackets for the bar, including allowed strut bars per Section 14.2.G, are permitted.

14.8 SUSPENSION

A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed.

B. Suspension bushings may be replaced with bushings of any materials (except metal) as long as they fit in the original location. Offset bushings may be used. In a replacement bushing, the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate

bushings but may serve no other purpose than that of retaining the bushing in the desired position.

C. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.

D. Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

E. Steering rack bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.

F. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Section 14.5.B. Caster changes resulting from the use of camber bolts are permitted.

G. Solid axle rear wheel drive (RWD) suspension allowances:

1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or DeDion to the chassis, which controls lateral suspension location) is permitted.
2. Traction bars or torque arms may be added or replaced.
3. A Panhard rod may be added or replaced.
4. The upper arm(s) may be removed, replaced, or modified and the upper pickup points on the rear axle housing may be relocated.
5. *The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.*
6. Differential covers and attaching hardware may be replaced.
7. Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded on part of a subframe to accommodate the installation.

H. Camber kits (also known as camber compensators) may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Sections 14.8.B, C, or G may be used, but NOT both.
3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
4. Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.
5. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 14.8.B. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.
6. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

Note: Many modern suspension designs known by other names, actually function as double A-arm designs. These include the rear suspensions on 1988-on Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most "multi-link" and are covered by Section 14.8.H.1.

I. On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.

J. Changes in alignment parameters that result directly from the use of the allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing that meets the restrictions of Section 14.8.B are allowed, including those resulting from a change in the pivoting action to:

(1) about the mounting bolt, or

(2) about the bushing itself.

K. Subframe mount bushings may be replaced, but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

14.9 ELECTRICAL SYSTEM

A. The make, model number, and size of the battery may be changed but not its voltage. Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer cables may be substituted to permit relocation. The number of battery or batteries may not be changed from standard. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is considered to be within the passenger compartment. Battery allowances do not apply to electric and hybrid-electric vehicles.

B. The addition of electrical grounding cables and associated distribution blocks/terminals is permitted. Holes may be drilled for mounting only. This does not permit the use of electrical enhancement components such as condensers, voltage controllers, etc.

14.10 ENGINE AND DRIVETRAIN

A. Oil pans and pickups may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. *Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.*

B. Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.

C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

D. Exhaust manifolds, headers, downpipes, and associated EGR tubes may be replaced with alternate units. Exhaust exit may be relocated provided it meets Section 3.3.3.B.16. Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mount-

ing brackets/hardware which serve no other purpose are considered part of the exhaust components.

E. Catalytic converters: Any catalytic converters are allowed, but must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter. The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

F. The engine management system parameters and operation *of internal combustion engines* may be modified only via the methods listed below. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered. Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation. Only OE sensors may be used for engine management.

1. Reprogrammed ECU/PCM (via hardware and/or software) may be used in the standard housing.
2. Supplementary ("Piggyback") ECU may be used subject to the following restrictions:
   a. Connects between the standard ECU/PCM and its wiring harness only.
   b. Must be plug-compatible with the standard ECU/PCM (no splices).
3. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU/PCM operation of engine management system. Example: Fuel controllers that modify the signal coming from an airflow sensor.
4. Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.

G. Any mechanical shift linkage may be used.

H. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.

I. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.

J. Any engine or transmission mount is allowed provided it attaches only to the original mounting points, does not relocate the engine/transmission (other than incidental to changes in compliance material), and weighs no less than the OE mount. All components between the engine/transmission and the mounting structure are considered to be part of the mount assembly.

K. Limited Slip Differentials

STS, STF: No limited slip differentials are permitted except for factory standard viscous coupler type units.

STX, STU, STR: Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added. 2WD vehicles may use any mechanical LSD unit.

14.11 OUT OF PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g., superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.

15. STREET PREPARED CATEGORY

Cars running in Street Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Cars not specifically listed in Street, Street Touring, or Street Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Street Prepared Category.

A vehicle may compete in Street Prepared Category if the preparation of the vehicle has not exceeded the allowable modifications of Street Category, except as specified below. However, the distinction between different years/models used in Street Category does not apply in Street Prepared Category. Example: Porsche 911 models that are listed on the same line are considered the same.

Cars listed as eligible in and prepared to the current Club Racing Improved Touring (IT) rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared.

Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.

Cars listed as eligible in and prepared to the current Club Racing Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.

Cars listed as eligible in and prepared to the current Street Touring® category rules are permitted to compete in their respective Street Prepared classes, with the additional allowance that they may use any tire which meets the requirements of 15.3 and fits on the Street Touring® compliant wheels and within the Street Touring® compliant bodywork.

Cars eligible for the current Club Racing Spec Miata rules are permitted to compete in Street Prepared class D (DSP), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.

Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared

Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.

While the rules of the Street Prepared Category have remained essentially the same, the laws governing various aspects of street-driven vehicles have changed over time. The original concept of this category as made up predominantly of street-driven vehicles has been rendered inappropriate. SCCA® does not encourage or condone the breaking of laws governing pollution control systems or the alteration of street-driven vehicles contrary to state and federal laws regarding their use. It continues to be the responsibility of the individual to comply with such state and federal laws.

See Sections 3.8 and 8.3.1 for documentation requirements.

Specific vehicle classifications are located in Appendix A of these rules.

15.1 AUTHORIZED MODIFICATIONS

A. All Allowable modifications permitted in Section 13, Street Category are allowed.

B. Street Prepared vehicles may only be modified in excess of Street Category rules in the following ways. Any modification not specifically authorized by the Street Category or Street Prepared rules is prohibited. No unauthorized modifications are permitted in order to accommodate authorized modifications (e.g., non-standard hood scoops or holes necessary for carburetor clearance). Structural modifications, such as the addition of members known as "jacking rails," are not permitted unless specifically authorized herein.

C. Equipment and/or specifications may be exchanged between different years and models of a vehicle if:

(a) the item is standard on the year/model from which it was taken, and

(b) the years/models are listed on the same line of Appendix A, Street Prepared Classes.

The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined, welded, or otherwise changed to facilitate the updating/backdating allowance. Standard factory installation methods, locations, and configurations are allowed. The updating and/or backdating of engines, transmissions, transaxles, and/or unibodies must be done as a unit; component parts and specifications of these units may not be interchanged. Cars not listed in the Street Prepared Sections of Appendix A may not be updated/backdated until approved by the SEB and published in the official SCCA® publication.

D. Alternate computer control modules may be used whenever an equivalent change to the conventional system is allowed. For example, alternate computer module control of ignition settings or fuel injection is allowed.

E. Air conditioning systems may be removed in whole or in part. This rule should not be interpreted to allow modification of the heater system.

F. On all forms of suspension, camber/caster adjustment within factory specifications may be achieved by the use of shims or eccentric bush-

ings. The intent of this allowance is to permit cars to be restored to within factory-allowed specification ranges, not to provide an additional method beyond those permitted in Section 15.8, Suspension, to obtain alignment settings beyond the factory specifications.

Refer to Appendix F for past clarifications of these rules.

15.2 BODYWORK

Vehicles may only exceed the allowances of Section 13.2 as specified herein.

A. Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified for tire clearance and for installation of fender flares as allowed herein.

   Hardware may be added to the steering system outside the passenger compartment to limit steering travel, provided it doesn not alter steering or suspension geometry within the limited range of motion and serves no other purpose.

B. Factory rub strips, emblems, mud flaps, rear wings, and/or spoilers may be removed.

C. Strut bars (per Section 12.18) are permitted with all types of suspensions, subject to the following constraints:

   1. A 2-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.
   2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (i.e., firewall, bulkhead) must be in the standard location.
   3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within two inches (2", 50.8 mm) in any direction of the actual suspension attachment to the chassis.
   4. Except for standard parts, no connections to other components are permitted.

   Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

D. Subframe mount bushings may be replaced, but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed.

E. Longitudinal (fore-aft) subframe connectors (SFCs) are permitted with the following restrictions:

   1. They must only connect previously unconnected boxed frame rails

on unibody vehicles.

2. Each SFC must attach at no more than three points on the unibody (e.g., front, rear, and one point in between such as a seat mount brace or rocker box brace).
3. SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.
4. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.
5. No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.
6. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.

F. The driver and front passenger seats may be replaced with the following restrictions: Seats must be securely mounted per Section 3.3.3.B.3. The seating surface must be fully upholstered. Any replacement seat must be a full back, bucket-type automobile seat incorporating a functional headrest. Kart seats, low-back dune buggy seats, and other similar types of seat are expressly prohibited. Cars may have no fewer than the standard number of seats. The seat tracks are considered part of the seat and may be substituted. Alternate seat tracks may serve no other purpose. The standard seat belts may be removed to facilitate the installation of alternate restraints complying with safety requirements. An alternate seat which replaces an airbag-equipped seat is not required to have an airbag.

G. Any steering wheel may be used. An alternate wheel which replaces an airbag-equipped wheel is not required to have an airbag. An alternate wheel is not required to have a horn button.

H. Airbags may be electrically disabled but not removed unless explicitly allowed.

I. Spoilers/splitters and cosmetic trim pieces are permitted. Side skirts may not be used. Spoilers/splitters must comply with the following:

1. A spoiler/splitter may be added to the front of the car below the bumper. It may not extend rearward beyond the front most part of the front wheel well openings, and may not block normal grille or other openings, or obstruct lights. Splitters may not protrude beyond the bumper. Openings may not be used for the purpose of ducting air to the radiator or oil cooler, but they may allow air to flow through a permitted oil cooler provided no ducting is used. The spoiler may not function as a wing.
2. A spoiler may be added to the rear of the car provided it complies with either of the following:
   a) It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.

b) It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

J. Rollover structures
   1. Roll bars must comply with Section 13.2.G.1 in Street category.
   2. Roll cages must comply with the following:
      a. The roll cage need not be removable. It shall be bolted or welded to the car.
      b. The cage shall attach to the car at no more than 8 points, consisting of the basic cage with 6 attachment points and 2 additional optional braces.
      c. The forward part of the cage shall be mounted to the floor of the vehicle. If used, the 2 optional braces referred to in (2) shall be mounted, one on either side, from the forward section of the cage to the firewall or front fender wells. No braces shall pass through the front firewall.
      d. Roll cages that utilize NASCAR-style door bars that protrude into the door cavity must comply with the GCR roll cage requirements for production-based cars.
      e. Roll cages which utilize door bars that protrude into the door panel must comply with all Club Racing GCR requirements for roll cages.

      Installation of roll cages in Street Prepared cars must follow the same standards for interior modifications to accommodate the cage installation as those which are applicable to Touring cars in Club Racing.

K. The use of a fuel cell which complies with GCR requirements is permitted, provided all of the following additional restrictions are met:
   1. The capacity of the cell may differ by no more than 20% from that of the original tank.
   2. The location of the cell may differ from that of the original tank by no more than 6" in any direction.
   3. The car meets all applicable Club Racing Time Trials Level 3 Track Trials and/or Level 4 Hillclimbs safety standards, including those for rollover protection and the installation of a fire extinguisher.

L. Fuel tank changes are permitted only as allowed under Sections 15.1.C and 15.2.K. No additional tanks or reservoirs may be used.

M. Accelerator, brake, and clutch pedals may utilize substitute covers of unrestricted origin, shape, and size provided they meet the following

requirements: covers must be securely attached, provide a non-slip surface, not interfere with each other's operation, and must be deemed safe at Tech Inspection. A clutch pedal stop may be added.

N. The OE radio may be removed. The OE sound system components, except wiring, may be removed. Any visible holes which result from the removal of such equipment must be covered.

O. Sunroof-equipped cars may be converted to a solid-roof configuration provided a model without a sunroof is listed on the same line in Appendix A.

P. A non-OE sunroof replacement panel may not be used in place of the OE sunroof.

Q. Fog lights may be removed.

R. Interior rear view mirror and sun visors (and mounting hardware provided it serves no other purpose) may be removed or replaced.

15.3 TIRES

Tires must meet the eligibility requirements for Street Category with the exception of Sections 13.3.A.1, 13.3.A.2, and 13.3.A.5[2]. Section 13.3.C.4 is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

Kumho Ecsta W710[3]

15.4 WHEELS

Vehicles may only exceed the allowances of 13.4 as specified herein.

A. Wheels of any diameter, width, or offset may be used. Aftermarket wheels may be modified to install OE tire pressure sensors.

B. Wheel spacers are permitted. Wheel studs and knock-off wheel drive pegs may be changed in length and diameter. Wheel bolts may be replaced with studs and nuts.

15.5 SHOCK ABSORBERS

Vehicles may only exceed the allowances of Section 13.5 as specified herein.

A. Shock absorber bump stops may be altered or removed.

B. On cars with lever-type shock absorbers, a tube-type shock absorber may be added. If the lever-type shock serves no other purpose, it must be removed. If the lever-type shock serves any other purpose, it must be retained.

C. Any shock absorbers may be used. Shock absorber mounting brackets which serve no other purpose may be altered, added or replaced provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as standard. No shock absorber may be capable of adjustment while the car is in motion unless fitted as original equipment. MacPherson strut equipped cars may substitute struts and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting

[2]*Fastrack News, February 2015*
[3]*Fastrack News, March 2015*

the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel. This allowance differs from the Club Racing Improved Touring Allowance 9.1.3.D.5.b.1.

D. On strut suspensions using a non-standard lower control arm (as defined by Section 15.8.H.2), an alternate upper spring perch/seat and/or mounting block (bearing mount) as described in Section 15.5.C may be used provided it offers no camber/caster adjustment beyond standard.

15.6 BRAKES

Vehicles may only exceed the allowances of 13.6 as specified herein.

A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.13 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose. *One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.*

B. "Safety brakers" and units such as the "Brake Guard System" are permitted.

C. ABS braking systems may be disabled, but not removed; brake boosters may be removed, modified, substituted, or added.

D. Alternate brake rotors are permitted subject to the following restrictions:

1. Rotors must be ferrous metal except for standard parts. Aluminum rotor hats are allowed. Rotor dimensions (diameter and thickness) must be equal to or greater than standard parts. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.
2. Cross-drilled and/or slotted brake rotors may be used. Slots/holes are permitted only in the braking area of the rotor. Rotors featuring a drum-type parking brake in the hat area of the rotor may not be drilled or slotted in the parking brake area.

E. Drum brakes may be replaced with disc brakes. Disc brake rotors for such a conversion must be equal to or greater in diameter than the inside diameter of the standard brake drum. Changes to backing plates/mounting brackets/brake lines to accommodate this change are permitted but may serve no other purpose. Drum-to-disc brake conversions must be bolted, not welded, to the axle/control arm/upright.

F. Air ducts may be fitted to the brakes provided that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

G. A functional, redundant emergency (parking) brake must be present.

H. Brake calipers may be replaced, provided the number of pistons is equal to or greater than the original number of pistons. Caliper mounting brackets may be replaced to accommodate this change, but may serve no other purpose. Alternate caliper brackets must bolt to the original caliper bracket mounting location(s).

15.7 ANTI-ROLL (SWAY) BARS

Vehicles may only exceed the allowances of Section 13.7 as specified here-

in.

Substitution, addition, or removal of any anti-roll bar(s) is permitted. Bushing material, method of attachment, and locating points are unrestricted. This does not authorize removal of a welded-on part of a subframe to accommodate the installation, or the cutting of holes to route the bar or links. Non-standard lateral members which connect between the brackets for the bar, including allowed strut bars per Section 15.2.C, are permitted.

The bar may serve no other purpose which is not explicitly permitted elsewhere herein. Components such as anti-roll bars and strut housings which serve dual purposes by also functioning as suspension locators may not be modified or substituted in ways which change the suspension geometry or steering geometry, and may not be installed in positions (e.g., upside down) other than that of the original configuration.

15.8 SUSPENSION

Vehicles may only exceed the allowances of Section 13.8 as specified herein.

A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers which alter suspension geometry such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (coil, leaf, torsion bar, etc.) and except as noted herein, must use the original spring attachment points. This permits multiple springs as long as they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring.

B. Suspension bump stops may be altered or removed.

C. Suspension bushings may be replaced with bushings of any materials (except metal) as long as they fit in the original location. Offset bushings may be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position. Differential mount bushings are not considered to be suspension bushings and are not covered by this allowance.

D. Differential mount bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Differen-

tial position may not be changed.

E. Steering rack bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does NOT allow shimming or otherwise relocating the steering rack.

F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted but the center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.

G. Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.

H. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster changes resulting from the use of camber kits are permitted. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Sections 15.8.C, F, or G may be used, but NOT both.
3. On swing or trailing arm suspensions, the main arms may not be modified or replaced but lateral locating links/arms may be modified or replaced.
4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.

Note: Many modern suspension designs known by other names actually function as double A-arm designs. These include the rear suspensions on 88+ Honda Civic/Integra, Dodge/Plymouth Neon, BMW E36, and most "multi-link" and are covered by Section 15.8.H.1.

I. Solid axle suspension allowances:

1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or De Dion to the chassis, which controls lateral suspension location) is permitted.
2. Traction bars or torque arms may be added or replaced.
3. A panhard rod may be added or replaced.
4. The upper arm(s) may be removed, replaced, or modified and the upper pickup points on the rear axle housing may be relocated.
5. *The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.*
6. Differential covers and attaching hardware may be replaced.

Methods of attachment and attachment points are unrestricted, but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded-on part of a subframe or bodywork to accommodate the installation.

J. On strut-equipped cars, the strut's lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the integral steering arm on cars that have the steering arm integrated with the strut body.

K. Changes in alignment parameters which result directly from the use of allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing which meets the restrictions of Section 15.8.C are allowed, including those resulting from a change in the pivoting action to

(a) about the mounting bolt, or

(b) about the bushing itself.

Eccentric bolts are permitted for suspension adjustment only if they are as specified by the factory, per the last paragraph of Section 13.8.

15.9 ELECTRICAL SYSTEM

Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of Section 13.9 as specified herein.

A. Any ignition setting, adjustment, or system may be used subject to the requirements of Section 15.10.D. This does not prohibit the use of "two-step" rev limiters used when the car is stationary.

B. The make, model number, and size of the battery may be changed but not its voltage.

C. Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed or relocated with the battery. Holes may be drilled for mounting or pas-

sage of cables. Longer or shorter cables may be substituted to permit relocation. The number of battery or batteries may not be changed from standard. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is considered to be within the passenger compartment.

D. Any starter, generator, or alternator may be used in the original position. An alternator or generator must have an electrical output (including amperage) equal to or greater than the original equipment unit. Any generator or alternator pulley and belt of the same type as standard may be used (see Section 15.10.Y).

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed. Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtails may be used.

F. A hole may be drilled in the firewall to permit passage of electrical wiring. It should be no larger than necessary and shall serve no other purpose.

15.10 ENGINE AND DRIVE TRAIN

Except for those with electric and hybrid powertrains, vehicles may only exceed the allowances of Section 13.10 as specified herein.

A. Engines must retain standard type lubricating system, but may have any oil pan (Accusump®-type systems allowed), oil pump and pickup, oil cooler(s), or oil or fuel filters. Fuel filters must be of automotive type and may serve no other purpose; a substituted fuel filter may not be used as a reservoir. Substituted fuel filters may not exceed one quart total capacity. A permitted oil cooler may be positioned in an opening in an allowed spoiler, provided no unauthorized modifications are made in order to perform the installation. Any power steering fluid cooler may be added.

B. Heat shields may be added.

C. Induction allowances are as follows:

1. Carburetors, fuel injection, and intake manifolds are unrestricted subject to Section 15.10.D. Alternate throttle linkage and connections to facilitate installation of allowed induction systems are permitted but may serve no other purpose. If an induction system item is allowed to be removed and its original mounting bracket can be removed by simply unbolting it, the bracket may be removed as well.
2. Except for standard parts as defined in these rules, the external use while on course of liquids, ice, dry ice, refrigeration systems, vaporized compressed gases, etc. to reduce the temperature of the intake air charge is prohibited. Wrapping of intakes with liquid-soaked fabric is not permitted.
3. As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as "intercoolers" or "charge air coolers" [CACs]) are unrestricted in size and configuration. Air-to-air CACs and radiators for air-to-liquid CACs must

be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation.

4. Turbochargers and/or superchargers (forced induction) may not be added, changed, or modified (this does not allow ceramic coating of turbochargers). On vehicles originally equipped with forced induction:
   a) No hardware changes or alterations to turbocharger(s) or supercharger(s), in size or number, are permitted. Turbochargers or superchargers may be updated/backdated only in conjunction with the accompanying complete engine unit.
   b) No changes are allowed to waste gate(s) size, number, or location. No changes are allowed to variable-geometry turbine (VGT) hardware.
   c) No changes are allowed to supercharger drive system pulleys. Belt tensioners may be added/changed to reduce belt slip.
   d) No changes are permitted to blow-off/pop-off valves.
   e) Compressor bypass valves (CBVs) are considered part of the air intake system and may be added, replaced, or updated/backdated independently of the other components of a forced induction system.
   f) Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be altered or modified except as prohibited herein. Boost pressure changes resulting from authorized changes are permitted.

D. Traction and/or stability control systems, as defined in Section 12.12, must be standard parts at standard settings or electronically disabled.

E. Air cleaner(s) may be changed or removed; velocity stacks may be added.

F. Emission control devices may be modified or removed. This permits the oil filler cap to be modified or substituted but does not allow valve covers or cam covers to be altered to install a breather or for any other purpose.

G. Intake water injection systems are allowed.

H. Fuel lines and pumps are unrestricted except as specified herein, as long as they do not pose a safety hazard. Fuel lines may be no larger than ½" (12.7 mm) i.d. (inside diameter) and may only connect to the original fuel tank or allowed fuel cell. They may be no longer than necessary for reasonable and safe installation, and may serve no other purpose. A single fuel feed line may be used. A single fuel return line may be used and a fitting for connecting it may be added at or near the top of the fuel tank. This does not authorize "cool-cans."

I. Exhaust manifolds and muffler systems are free, except that they must be quiet and terminate behind the driver (Section 3.3.3.B.16). Exhaust heat shields may be removed. Rear- and mid-engine cars without exhaust headers/manifold systems may use any exhaust system that meets the requirements of Section 3.5. This permits the removal of "heater boxes" in order to install headers on such cars.

J. Engine and transmission mounts may be replaced but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts, may be replaced by manufacturer's performance part or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.) If one or more non-OE engine or transmission mounts are used, Section 15.10.K does not apply and a torque suppression device may not be used.

K. One bolt-on torque suppression device may be used. A torque suppression device attaches from the engine to the body, frame, or subframe in one location and controls engine movement at that location along a single axis only. It may serve no other purpose.

Examples of permitted devices:

1) A chain
2) A rod with spherical bearings at each end

Examples of devices not permitted:

1) Any link which confines movement along more than one axis.
2) An engine mounting plate, or one or more plates rigidly bolted between the engine and the frame. Holes may be drilled to mount a torque suppression device. The installation may not include the welding of any plate(s) to the bodywork or to the motor mount(s) nor may it include multiple non-parallel links.

If a torque suppression device is used, Section 15.10.J does not apply and replacement engine mounts may not be used.

L. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
2. Radiator must mount to OE radiator mounts.
3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).

M. The engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed. Flex fans are not allowed.

N. On two-cycle engines, the ports must be of standard heights, size and configuration; crankcase volume and reed plates must not be altered.

O. Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted.

P. Any mechanical shift linkage may be used.

Q. Limited slip differentials are permitted. This permits locked differentials either by design, welding, or mechanical means. Differential cases,

internal differential parts, and axle stubs may be machined as required for clearance and installation to the extent that material may only be removed, not added, and the exterior of the case may not be altered in any way. This machining may serve no other purpose. Any other modifications or substitutions to accommodate the installation of the limited slip differential must meet the requirements of Section 15.1.B and 15.1.C.

R. Cylinders may be rebored to no more than 0.0472" (1.12 mm) over standard bore and the appropriate standard oversize piston may be substituted. This overbore dimension is an absolute limit; no additional tolerance is permitted to accommodate wear. Cast or forged, nonstandard pistons of the same dimensions and configuration as original equipment pistons may be used. Additionally the replacement pistons must be of the same weight or greater as the original equipment pistons. Replacement pistons must match OE piston configuration exactly including quench area. The allowance for the use of aftermarket forgings vs. OE castings does not permit alternate piston dome designs. This allowance does not permit alternative ring configurations.

S. Rotating and reciprocating parts may be balanced but not lightened.

T. Intake and exhaust ports and manifold openings may be matched provided no change is made more than one inch from the port/manifold interface. Material may be removed to facilitate port matching, but no material may be added.

U. Any transmission oil cooler may be used.

V. The engine cylinder head(s) may be milled only to that amount specified in the manufacturer's workshop manual. If no amount is specified then a maximum of 0.010" (0.254 mm) may be milled.

W. Axle/halfshaft and driveshaft retention/location devices may be installed for safety reasons to control the motion of attached shafts upon the failure of a coupling or universal joint. They may serve no other purpose. This allowance does not include "C-clip eliminators."

X. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.

Y. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars may not alter crankshaft/supercharger drive ratio. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose.

Z. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. Timing covers or valve covers may be altered for pulley clearance or access to adjustment. Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g., roller chain in

place of "silent" chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered except as mentioned above. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).

AA. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.

BB. Cruise control systems may be removed in whole or part.

15.11 OUT-OF-PRODUCTION CARS

Where a car is out of production and the manufacturer is either out of business, stocks no parts, or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted. The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances. Substitute parts which provide improvements in performance (e.g., superior gearing, lighter weight, better camshaft profile) are not permitted under this allowance.

16. STREET MODIFIED CATEGORY

16.0.A. Purpose

To serve as a membership recruitment and retention tool by providing a natural competition outlet for auto enthusiasts using streetable sport sedans equipped with drivetrain and suspension modifications that are beyond those allowed in the Street Prepared category.

16.0.B. Vehicle Eligibility

1. Street Modified (SM):

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts), *all FWD (front-wheel-drive) cars, and pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation)*.

a. Sample Vehicles:

Chrysler: Neon, Stratus/Breeze

Ford: Contour, Escort, Probe, Mustang

General Motors: Cavalier, Sunfire, Camaro

Honda: Civic, Accord, Integra

Hyundai: Elantra, Tiburon

Mazda: Protege, MX-6, 626

Nissan: Altima, Sentra

Toyota: Celica, Corolla, Camry

Volkswagen: Golf, Jetta

b. Sample Excluded Vehicles:

Porsche (all)

Datsun Z car 2+2

JDM-spec cars

MGB GT

Triumph (all)

2. Super Street Modified (SSM):

a. All two-seat cars, including the types of cars listed above in 16.0.C.1.b, which are not excluded below.

b. All SM eligible sedans/coupes excluded from SM for failure to meet weight requirements.

c. Excluded Vehicles: Lotus (except Elise, Exige, & Esprit), two-seat cars not eligible for the Street Prepared category.

d. Included vehicles: Porsche Carrera GT

3. Street Modified FWD (SMF):

All front-wheel-drive vehicles

See Sections 3.8 and 8.3.1 for documentation requirements.

16.1 ALLOWED MODIFICATIONS

A. All Street, Street Touring®, and Street Prepared category modifications are authorized. Except as noted by these rules and the referenced rules, vehicles must be as originally delivered including all road-going components such as lights, wipers, interior, heater, etc.

B. Competitors may pick and choose between all Street, Street Touring®, Street Prepared, and Street Modified category allowances when preparing a Street Modified category car. Apparent conflicts between inherited rule sets from Section 16.1.A shall not prohibit any specific inherited allowance. Allowances inherited from Section 16.1.A may not incorporate Street Modified-specific allowances. Foreign spec parts may not be used to substitute for parts which are required to remain standard.

C. Brakes, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, ABS systems, proportioning valves, etc., are unrestricted. Brake rotor/drum friction surfaces must be 100% ferrous metallic. Carbon or ceramic composite brake components (except pads) are expressly prohibited. Standard parts, per Section 12.4, are exempt from this restriction. A functional, redundant emergency (parking) brake must be present.

D. Drivetrain and related components (induction, ignition, fuel systems, etc.) are unrestricted except for the following limitations:

1. Engine block *(or housings of rotary engines)* must be a production unit manufactured and badged the same as the original standard or optional engine for that model. Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Mitsubishi or Chrysler engine, may use any motor from Chrysler or Mitsubishi). This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.

2. Maximum engine displacements per class are specified in Appendix A.

3. Fuel System

   a. Any fuel line(s) may be used. All non-standard fuel line(s) passing through the passenger compartment shall be made of metal, metal braided hose, or equivalent (e.g., Nomex, Kevlar, or nylon braided hose) with AN Series threaded couplings, or entirely covered and protected with a metal cover.

   b. Any fuel pump(s), filter(s), and pressure regulator(s) may be used.

Such components may not be located in the passenger compartment but their location within the bodywork of the car is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.

c. A cool-can, not exceeding one gallon in volume, may be used. The cool-can may not be installed in the passenger compartment.

d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

1. No part of the fuel tank or fuel cell shall be closer than 6.0" (15.24 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed).

   For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.

2. Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.

3. Fuel tank breathers shall not vent into the driver/passenger compartment.

4. Minimum capacity of a non-standard fuel tank/cell shall be no less than 5 gal (18.9 L).

Engine and drivetrain mounts are considered part of these allowances and any material is permitted. The allowances of Section 16.1.P may be used to affix brackets, but these brackets shall serve no purpose other than engine and drivetrain mounting (e.g., they may not provide chassis stiffening).

E. Suspension components are unrestricted as long as they use the original attachment points. For the purposes of this rule, "suspension" is defined as any item that is designed to move when a wheel is deflected vertically. This includes shocks/struts, control arms, steering knuckles, uprights, etc., but not tie rods, steering racks, and subframes. In addition, shock absorber/strut upper mounts are to be considered suspen-

sion components.

F. Steering modifications are permitted as follows:

1. Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components may be replaced, added, moved, or removed. The steering column within the passenger compartment is specifically excluded from this allowance. This does not permit removal or modification of column-mounted accessories. Wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated.
2. Rear-steer devices may be replaced with solid links.
3. Supplemental steering gear boxes or steering quickeners are allowed as long as they are mounted in accordance with Section 16.1.F.1.
4. Steering wheels and associated mounting hardware may be replaced. This does not permit removal or modification of the steering column or column-mounted accessories. OE wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated.

G. Subframe connectors are allowed as per Street Prepared Section 15.2.E.

H. Subframe bushings may be replaced with bushings of any material as long as they fit the original location. Offset bushings may not be used.

I. Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, window washer system, and hood liners may be modified, removed, or replaced.

J. Tires legal in Street, Street Touring®, or Street Prepared categories are permitted.

K. Rear passenger seat(s), including restraints and associated hardware may be removed.

L. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m^2) as calculated per Section 12.9. The number of wing elements is limited to 2.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6.0" forward of the rear axle, more than 0.0" beyond the rear most portion of the bodywork, or more than 6.0" above the roofline of the vehicle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof; how-

ever, a convertible or roadster utilizing a hardtop will use the highest portion of the hardtop as the roofline.

Reinforcements to the wing mounting area may be used, but may serve no other purpose. Body panels to which a wing mounts must remain functional (e.g., trunk lids and rear hatches must open). Wing endplate surface area is limited to 200 sq. in. (1290.3 cm^2) each and limited to a maximum of 2.

Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.

Canards are allowed and may extend a maximum of 6.0" (152.4 mm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.

M. Front splitters are allowed and shall be installed parallel to the ground (within ±3° fore to aft) and may extend a maximum of 6.0" (152.4 mm) from the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper/fascia as viewed from above.

N. Removable OE hardtops, T-tops, targa tops, sunroofs, moonroofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof, etc. or utilizes the OE panel mount points, and that the contour of any replacement panel surface does not vary from the contour of the part being replaced by more than 1.0" (25.4 mm) in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed. Vehicles utilizing alternate (non-OE) hardtops will be considered as open cars in regard to Section 3.3.1.

O. Radio/Stereo and airbag equipment and/or its component parts, including wiring, control modules, antennas, amplifiers, speakers and their enclosures, etc. may be removed provided the part added, removed, or replaced serves no other purpose. Any visible holes that result from the removal of equipment must be covered with a cover of unrestricted material. Covers may be used to mount gauges, switches, etc.

P. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, does not provide a weight reduction of more than 1.0 lb., and is not explicitly prohibited elsewhere within these rules.

This rule is intended to allow minor notching, bending, clearancing,

grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts, and similar operations performed in order to facilitate the installation of allowed parts or modifications. Minor strengthening, without relocation, of original chassis/suspension pickup points is allowed. Examples include welding washers restricting control arm mounting bolt movement, local reinforcement of control arm chassis mounts, etc.

Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part, and to not make unduly tortured interpretations of this rule. Modifications to the firewall in order to allow for increased engine setback, and any modification that changes the location of a suspension pickup point, are explicitly forbidden. Plastic under-trays and covers below the vehicle may be removed or modified as necessary to facilitate other compliant modifications, but not added or enlarged.

Q. Ballast may be added. Ballast must be a maximum of 50 lbs. per segment. It must be securely mounted within the bodywork.

R. OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. in. (96.8 cm^2) per mirror.

S. OE "pop-up" headlights may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may servce no other purpose. All associated hardware may be removed, replaced or modified.

T. Alternate subframes are allowed to facilitate engine mounting only. Suspension pick-up points on the subframe must retain standard geometry. Weight of the subframe must be equal or greater than the standard unit.

U. Bolt-on tow hooks and tie downs may be modified, removed, or replaced. Addition of tow hooks and tie downs are permitted and location is unrestricted. Non-standard tow hooks shall serve no other function.

16.2 MINIMUM WEIGHTS

Classes, displacements, and minimum weights are listed in Appendix A. For the purpose of determining minimum weights, a mid-engine vehicle is defined as one having a chassis configuration where the engine block is not located entirely in front of the driver's seat and is not far enough back to be considered a rear-engine vehicle. Adjustments to minimum weights are shown in Appendix A.

17. PREPARED CATEGORY

17.0.A. Intent

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle *which is of unibody or tub-based construction. Tube-frame cars are allowed, subject to the requirements of 17.11*. SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.
2. Cars running in Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the US. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.
3. SCCA® may also class suitable non-production, full-bodied, full-fendered, strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.
4. Within the scope of these rules, *the definitions provided in Section 12 apply.*
5. Specific allowances in Appendix A for a listed model supersede the limitations of Section 17. Minimum weights shall be established making it possible for all cars to reach minimum weight with reasonable modifications. The SEB recognizes that low minimum weights ultimately result in higher costs to the competitor. The rules shall discourage the use of high technology/high cost equipment. In some cases, this is accomplished by an outright ban on the equipment. In other cases, this is accomplished through the adjustments to minimum weight. See Section 17.11 for weight adjustments.

17.0.B. Specifications

The SCCA® shall publish specifications for each car specifically classed in the Prepared Category Section of Appendix A. These specifications will at a minimum specify each vehicle's allowed minimum weight and maximum wheel sizes.

1. Equipment and/or specifications may be exchanged between different years and models of a vehicle if:
   a. the item is standard on the year/model from which it was taken, and
   b. the years/models are listed on the same line of Appendix A, Prepared Classes. The updated/backdated part or the part to which it

is to be attached may not be altered, modified, machined, or otherwise changed to facilitate the updating/backdating allowance unless the modification is specifically allowed by these rules. Cars not listed in the Prepared Category Sections of Appendix A may not be updated/backdated until approved by the SEB and published in the official SCCA® publication and/or on www.scca.com.

2. The SCCA® may recognize certain optional components. Some non-original components may be made mandatory to obtain an adjustment of competition potential. In all cases, these components shall be listed in Appendix A. No permitted or alternate component or modification shall additionally perform a prohibited function.
3. Requests for alteration, modification, and/or substitution of any specification or component shall be submitted for approval. The approval process will include, but not be limited to, an analysis of cost, availability, performance impact, rule enforceability, and competitor input.

See Sections 3.8 and 8.3.1 for documentation requirements.

17.1 AUTHORIZED MODIFICATIONS

The modifications defined here in the Prepared Category are the only allowed modifications. The rules in this Section stand on their own; they do not build upon the Street, Street Touring®, or Street Prepared category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.

B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, and grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule *which will invoke Section 17.11 weight adjustments* (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation.)

Refer to Appendix F for past clarifications of these rules.

17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. Restrictions regarding external body shape and belly pans are aimed at preventing attempts to ob-

tain ground effects or streamlining.

A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.

B. Chassis, frame, or subframe may be reinforced provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of underbody or belly pans forward of the firewall or aft of the front edge of the rear wheel opening. It is permitted to have jack points recessed into the rocker panels or to have one tube per side extending downward through the bottom of the door provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.

C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, *steering*, or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, *steering,* and drivetrain components through their entire range of travel. *Clearance between the modified chassis, frame, or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6 mm).* Additional structure may be added in order to attach allowed components to the chassis. *Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Replacement of inner fenders or wheel wells to enable wider wheels and tires is allowed.*

D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules *which will invoke Section 17.11 weight adjustments.*

E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights, and drivetrain* clearance. *For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced.* The driver/passenger compartment must remain separate from any exhaust and *drivetrain* components *by a metal panel*.

   Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor. Any material added to the firewall must be either steel or aluminum. This

requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than ⅛ inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (20.3 cm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

G. Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Bumper fascias integral with the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced, or modified. Modified or replica bumpers/fascias must be of similar shape as standard components, completely cover the area of the OE bumper/fascia, and not confuse the identity of the vehicle.

H. All interior trim, dash boards, gauges, floor covering, carpet, upholstery panels, and similar non-performance comfort or convenience items may be removed or replaced.

I. The driver's seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin. The driver's seat must remain on the standard side of the car and may not cross the centerline of the car. The seat may be relocated fore/aft by up to 12.0" (30.5 cm) based on the centerline of the original front and rear mounting points. Rear bulkhead of the driver/passenger compartment may not be removed to relocate the seat and the driver's seat may not extend rearward past the bulkhead.

J. Doors may be lightened and may be replaced by ones of alternate materials. Doors may be pinned, but not bolted, to prevent their opening in case of an accident. Quick release fasteners (e.g., Dzus fasteners) are allowed. Standard door hinges and latch mechanisms may be removed, but the doors shall be capable of being opened or removed. Interior door panels may be removed or replaced and the door window slots may be covered. Alternate attachment devices may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges may be removed.

K. Windows

1. All windows may be replaced with polycarbonate material. The front windshield shall have a minimum thickness of ⅛ inch (0.125", 3.16 mm). Tinting of the upper portion of the front windshield and the entire portion of all other windows is allowed. All window replacements shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding is optional.

2. All window channels and window winding mechanisms may be removed.
3. Closed cars: All side window glass may be removed. All rear hatchbacks and deck lids shall be completely closed; poor alignment of bodywork or any other means to prevent complete closure is not permitted.
4. Open cars: All windows and windshields (including windshield frames) may be removed. The resulting window slots may be covered.
5. The installation of windshield safety clips, rear window safety straps, and windshield safety straps is permitted.

L. The contour of the fender may be altered (flared) for tire clearance provided the modifications do not confuse the identity of the car. Only standard production ventilation openings on the specific recognized model are permitted. Tires may extend beyond the bodywork. Fender wheel openings may be trimmed to provide tire clearance throughout the full range of suspension travel, but no more than is necessary for this purpose.

M. Inner fender panels separating the wheel wells from the engine compartment may be altered, replaced, or removed. Rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver/passenger compartment and wheels. A shock/strut tower integral to the inner fender panel is considered part of the inner fender panel and is included in this allowance. This does not allow modification of frame/frame stubs beyond Section 17.2.C.

N. Replacement, addition, or removal of accessories (gauges, switches, indicators, etc.), or other interior modifications for driver convenience, or to permit installation of required safety equipment, is authorized provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules.

O. The standard OE front spoiler or a non-standard front spoiler may be used. If a non-standard front spoiler is used it must comply with the following requirements: It shall not protrude beyond the overall outline of the car as viewed from above or aft of the forward-most part of the front fender opening (cutout) and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0" (10.2 cm) minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler.

P. A spoiler may be added to the rear of the car provided it complies with either of the following:

1. It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.
2. It is a non-production rear spoiler which is mounted to the rear portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10.0" (25.4 cm) from the original bodywork in any direction. Alternatively in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch in such a configuration the spoiler may extend not more than 7½ inches (7.50", 19.1 cm) from the original bodywork in any direction. The spoiler may be no wider that the bodywork. The use of endplates is prohibited. Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (downforce) along all or any portion of the spoiler. The angle of attack is free. The spoiler may not function as a wing.
3. All OE rear wings and rear spoilers may be removed.
4. Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.

Q. The fuel tank may be modified, replaced, or relocated. If the fuel tank is modified or replaced, the following restrictions apply:

1. No part of the fuel tank or fuel cell shall be closer than 6.0" (15.2 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.
2. Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.
3. Fuel tank breathers shall not vent into the driver/passenger compartment.

R. All mirrors and their associated mounting hardware may be removed or replaced.

S. The hood, hatchback, deck lid, and fenders may be lightened or replaced by ones of alternate material provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on

fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove standard material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than 1.0" (25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of underbody or belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq. in. (3225.8 cm^2), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above.

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than 1.0" (25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A.

T. All headlights, front parking lights, and front signal lights may be removed. Headlight doors may be removed, replaced, or modified. Any remaining openings shall be covered with a wire mesh screen or panel of fiberglass, Plexiglas®, metal, or other nonflammable material. Ducts from headlights, headlight doors, front parking lights, and front signal lights may be used for ducting air to the engine, front brakes, and/or oil cooler(s). Any opening used for ducting may not be relocated. These ducts may pass through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight.

U. All side marker lights and tail/stop lights may be removed. If such an item is removed, the resultant opening must be covered.

V. Spare wheel and tire may be removed.

17.3 TIRES

Any tire (including recaps) meeting the Solo® safety requirements and the applicable portions of 3.3 is allowed.

17.4 WHEELS

A. Any wheel ~~not exceeding 12" in width may be used for all classes~~ *may be replaced in accordance with the Prepared class listings in Appendix A.*[4]

[4] *Fastrack News, April 2015*

B. Wheel spacers may be used.

C. Any wheel mounting stud or bolt may be used.

D. The use of center lock wheels and hubs is permitted.

E. *A* manufacturer's *standard* wheel size *exceeding the listing in Appendix A* may be used*, and must remain*; axle-specific relative to *standard*-size wheels *with no additional weight*. Track dimensions must comply with *the listings* in Appendix A~~, as applicable. Any weight increases listed in Section 17.4 must be complied with. Original equipment size wheels exceeding 17.4.A are allowed with no additional weight increase beyond those specified~~.[4]

F. For classes CP, *any diameter and width wheel may be used without additional weight adjustments.*

G. For classes DP, *EP*, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase.

17.5 SHOCK ABSORBERS & SPRINGS

A. Bump stop rubbers and bracketry may be removed or replaced with others of unrestricted origin.

B. Electrically controlled active shocks are prohibited.

C. Level 1 Preparation (Full Prep) Vehicles

1. Any springs or torsion bars may be used. Spring seats and points of attachment may be replaced or altered. Adjustable spring perches are permitted.

2. Alternately, all cars may fit "coil-over" type springs with tubular, load bearing shock absorbers or struts. The shock absorber or MacPherson/Chapman strut shall be installed inside the spring. Such items shall not exceed one shock/strut per wheel. When load bearing shocks are used, the original springs may be removed.

3. Any shock absorbers may be used. The total number of shock absorbers installed shall not exceed the number originally installed by the manufacturer.

4. Attachment points for the shock absorbers may be changed. There shall be a metal panel, covering, or bulkhead separating non-standard rear attachment points from the driver.

5. Lever shock absorbers may be modified or entirely eliminated. When lever shocks are replaced with tubular shocks, the entire shock assembly may be removed and replaced with a control link and bracket that approximates the control function of the original lever shock.

D. Level 2 Preparation (Limited Prep) Vehicles

1. Any springs or torsion bars can be used provided the quantity and type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver

[4] Fastrack News, April 2015

seated in the normal driving position.

2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

17.6 BRAKES

Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).

B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.

D. Level 2 Preparation (Limited Prep) Vehicles

1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.

2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.

17.7 ANTI-ROLL (SWAY) BARS

Any anti-roll bar, camber compensating device, panhard rod, watts linkage, and/or other suspension stabilizer is permitted. Attachment points of such components are unrestricted. Components may pass through body panels, chassis panels, and frame members.

A. Level 1 Preparation (Full Prep) Vehicles: Components may extend into the driver/passenger/trunk compartments, but shall be covered with metal panels.

B. Level 2 Preparation (Limited Prep) Vehicles: Components and mounting cannot be located in the trunk or driver/passenger compartment unless fitted as standard.

17.8 SUSPENSION/SUSPENSION CONTROL

A. Spindles, hubs, bearings, bearing carriers, stub axles, etc. may be modified or replaced.

B. Suspension Control

1. Original suspension control arms may be reinforced, modified, or replaced with components of unrestricted origin.
2. The manufacturer's original basic type of rear suspension (e.g., independent, live axle, swing axle, MacPherson strut, A-arm, etc.) shall be retained unless otherwise stated in Appendix A.
3. Suspension bushings are unrestricted. Adjustable spherical bearings or rod ends are permitted on all suspension components.
4. The wheelbase of the vehicle shall not be changed or relocated in a fore/aft direction by more than ±1.0" (±25.4 mm).
5. The minimum track for all prepared cars is the OE track dimension. (Note: This minimum *also* applies to cars utilizing Section 17.11.A to compete in Prepared.)

Fastrack News, January 2015, page 29

6. Level 1 Preparation (Full Prep) Vehicles
   a. Suspension pick-up points on the chassis or structure may be relocated. If such points are relocated, there shall be a metal panel, covering, or bulkhead separating the driver/passenger area from the suspension components.
   b. Front: Vehicles originally equipped with MacPherson strut front suspension may convert to double A-arm. Other vehicles must retain the manufacturer's system of front suspension. A-arm front suspension shall have the shocks attached outboard of the inner pickup point on the upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited unless otherwise stated in Appendix A.
   c. Rear: Rocker arms and push-pull rods may be used to augment the rear suspension members.
7. Level 2 Preparation (Limited Prep) Vehicles
   a. Suspension pick-up points on the chassis or subframe structure may not be relocated. Allowed alternate bushings/bearings must contain the pivot point within the space occupied by the OE bushing.
   b. Vehicles equipped with MacPherson/Chapman struts may slot the mounting holes or add additional adjustment plates provided that the center hole is not enlarged or relocated. The strut shaft must pass through the center hole. Mounting of adjustment plates is unrestricted.
   c. Camber and caster may be adjusted by modification or replacement of existing brackets which locate control pivots and bolt to the chassis or subframe structure. Any resulting change in the vertical position of the pivot points must remain within 1.0" (25.4 mm) of the original location.

C. Steering

1. Steering arms, pitman arms, steering racks/gears, and steering linkage component parts may be modified, reinforced, or substituted. Power-assist steering components may be added, removed, or modi-

fied. The steering system may be relocated or changed.

2. The steering column is unrestricted. A collapsible-type steering column having a layout and design and/or a column structure with impact and energy absorbing characteristics is strongly recommended.

3. Any steering wheel and wheel quick-release mechanism may be used. Steering wheel rake and steering column length may be altered. Steering quickeners may be added to the steering column.

D. All spherical rod ends used on major suspension and steering components shall be retained either by the design of the mounting brackets, a larger area captive washer, or the inherent mechanical design of the unit (circlip or Messerschmitt joints).

17.9 ELECTRICAL SYSTEM

A. The use of any driver operated electric starter is permitted.

B. The use of any ignition system (except magneto ignition) is permitted provided the number of spark plugs remains the same as that of the standard production engine. If a distributor is removed, a blanking plate or breather may be fitted in its place.

C. The original generator or alternator may be completely removed or replaced. Mounting location and drive system for the generator or alternator is unrestricted.

D. The remaining components of the electrical system are unrestricted.

E. It is recommended that all vehicles be equipped with an electrical system master cutoff switch.

17.10 ENGINE AND DRIVETRAIN

A. Component Modification

1. Where allowed, original and alternate components of the engine may be lightened, balanced, and modified by any mechanical or chemical means, provided that it is always possible to identify required components as original. Such means include, but are not limited to, shot peening, glass beading, heat treatment or hardening, plating, and milling.

2. No material or mechanical extension may be added to any required original component unless specifically authorized by these rules. Any repair performed to a required original component shall clearly serve no other prohibited function. Compression ratio may not be increased via welding of combustion chambers.

B. Induction System

1. Any air filter(s), velocity stack(s) and or air box(es) may be fitted. Air may be ducted to the carburetor or fuel injection provided that the ducting is contained within the engine compartment and that the air to be ducted is supplied through normal or specifically authorized openings in the bodywork. Headlight, front parking light, front signal light, and similar standard openings in the front of the car may be used for ducting air to the engine and ducts may pass through interior panels for this purpose. “Standard openings in the front of

the car" includes ventilation system intake grilles.

2. Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure. Any throttle pedal may be used.

3. All inducted air, with the exception of idle air, shall pass through the throttle venturi(s).

4. Level 1 Preparation (Full Prep) Vehicles

a. Unless specifically listed in Appendix A, carburetors and fuel injection systems are unrestricted.

b. Intake manifolds are unrestricted except that no portion of any intake manifold may extend into the intake ports of the cylinder head or rotary engine end plate.

5. Level 2 Preparation (Limited Prep) Vehicles

a. All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. All single-carbureted cars may fit a permitted optional carburetor per Appendix A. The standard or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from OE.

b. Standard or permitted alternate carburetor(s) can use an adaptor plate and/or a spacer in addition to any standard spacer between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor orientation. The maximum thickness for the adapter, spacer, standard spacer, or combination of all is 1¼ inches (1.250", 31.75 mm). For the purpose of these rules an isolator is a spacer.

c. Fuel Injection: The standard throttle body must be retained and may not be modified. The number of injectors must remain standard. The mounting position and injection point must be standard. In all other respects the fuel injection system is unrestricted.

d. The intake manifold may be port matched on the port mating surface to a depth of no more than 1.0" (25.4 mm). Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified.

C. Induction System - Turbocharged/Supercharged Engines

1. Turbocharging and supercharging is prohibited except for specific vehicles as listed in Appendix A.

2. Induction systems must have a restrictor on the inlet side. This restrictor orifice must not be more than 4.0" (10.2 cm) from the compressor inlet and must maintain the specified diameter for at least ½

inch (0.50", 12.7 mm). Induction system restrictors may be located within or be integral to the compressor housing, provided that all dimensional requirements of 17.10.C.2 are maintained. All inducted air must pass through this restrictor. The diameter for the restrictor shall be as follows (unless specified otherwise in Appendix A):

a. XP: No restrictor required

b. CP: 52 mm (2.047") restrictor

c. FP: 46 mm (1.811") restrictor

3. Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited.

4. All turbocharged/supercharged cars are restricted to a single turbocharger/supercharger. The type size and model of turbocharger/supercharger is unrestricted.

D. Fuel System

1. Any fuel line(s) may be used. All non-standard fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover.

2. Any fuel pump(s), filter(s), and pressure regulator(s) may be used. Such components may not be located in the passenger compartment but their location within the bodywork of the car is otherwise unrestricted. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting point.

3. A cool-can, not exceeding one gallon in volume, may be used. The cool-can may not be installed in the passenger compartment.

E. All emission equipment may be removed, in part or in whole. Removal is the only permitted modification to emission control equipment. When EGR air nozzles are removed from a cylinder head, the resultant holes shall be completely plugged.

F. Cylinder Head

1. The original or a specified alternate cylinder head shall be used.

2. Compression ratio may be altered by machining, using any head gasket(s), or elimination of head gasket(s).

3. Level 1 Preparation (Full Prep) Vehicles

a. Any valve guides and valve seats may be used.

b. Heads may be modified per Section 17.10.A.1.

4. Level 2 Preparation (Limited Prep) Vehicles

a. Heads may be ported within 1.0" (25.4mm) of the manifold mounting surface.

b. Fuel injector ports must be plugged if carburetors are used.

c. Machining is allowed to accommodate the installation of O-rings

to replace or supplement a cylinder head gasket.

d. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than ½ inch (0.50", 12.7 mm).

e. Valve guide material is unrestricted, but must have standard external dimensions.

G. Camshaft and Valve Gear

1. Cam timing chains, gears, belts, sprockets, and associated covers are unrestricted.

2. A timing chain/belt tensioner may be added to those engines not originally so equipped, provided that it acts upon that portion of the chain/belt that travels from the crank drive to the first cam sprocket/gear. The timing chain cover may be modified to facilitate its use. Adjustable cam timing sprockets are permitted.

3. Any metal valves may be used. Valve springs, valve retainers, keepers, seals, and adjusting shims are unrestricted.

4. Pushrods are unrestricted except they must be made of metal.

5. Any cam followers may be used.

6. Any valve covers may be used.

7. Level 1 Preparation (Full Prep) Vehicles

a. Any camshaft(s) may be used.

b. Valve sizes are unrestricted.

c. Valve train rocker arms, shafts, and attendant assemblies (such as rocker stud girdles) are unrestricted.

8. Level 2 Preparation (Limited Prep) Vehicles

a. Camshafts are unrestricted except for limits as described in Appendix A. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.

b. Valve sizes are to remain standard unless specifically allowed in Appendix A.

c. Rocker shafts, when utilized in the same standard system, can be replaced by an alternate shafts and are unrestricted. Valve train rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be standard.

H. Block

1. The block may be rebored no more than 0.0472" (1.2 mm) over standard *unless otherwise specified in Appendix A*. US-produced six-cylinder and eight-cylinder engines may be rebored no more than 0.060" (1.52 mm) over standard. Alternate blocks which are of the same material and nominal dimensions as standard are allowed. Critical dimensions for piston engines are deck height, cylinder bore, cylinder spacing, vee angle, and distance from crank centerline to cam centerline. Critical dimensions for rotary engines are epitrochoidal curve, working chamber volume, and eccentric shaft location.

2. Cylinder sleeves may be fitted to the block for repair purposes if they serve no other prohibited function. Sleeving may not be used to create a new engine configuration (one which exhibits the same displacement as an allowed engine, but which has differing bore and stroke), unless authorized in Appendix A. Oil passages may be enlarged, restricted, or plugged.

3. Any crankshaft main bearing caps and any additional main bearing cap bolts may be used provided that no material is added to the block for their use. Any crankshaft main bearing stud girdle may be used.

4. The compression ratio may be increased by means of milling the block and the block may be machined to utilize O-rings to replace or supplement a cylinder head gasket.

5. The block may be machined for the purpose of adding or substituting crankshaft oil seal(s) and related attachment devices.

6. Balance shafts may be removed.

I. Pistons and Rods

1. Pistons, pins, clips and/or pin retainers, and piston rings are unrestricted. Pistons shall be constructed of metal.

2. Level 1 Preparation (Full Prep) Vehicles: Alternate connecting rods made of ferrous material are permitted.

3. Level 2 Preparation (Limited Prep) Vehicles

a. Standard connecting rods are required but can be lightened and balanced.

b. Connecting rod fasteners (bolts and nuts) are unrestricted.

J. Crank and Flywheel

1. The original direction of crankshaft rotation and firing order shall be maintained.

2. The use of any external crankshaft vibration dampener is permitted.

3. The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted, but may serve no other purpose. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.

4. Level 1 Preparation (Full Prep) Vehicles

a. The crankshaft may be replaced with another of the same basic material provided the angles of the crank throws remain the same. No change in stroke is permitted unless authorized in Appendix A.

b. Any clutch is permitted.

c. Any steel or aluminum flywheel is permitted.

5. Level 2 Preparation (Limited Prep) Vehicles

a. Standard crankshafts are required. The crankshaft may be lightened and balanced. Journal diameters can be a maximum undersize of 0.045" (1.14 mm) from standard diameter.

b. Any flywheel of standard diameter or larger may be used provided it attaches to the standard or permitted alternate crankshaft at the standard location. Additional fasteners may be used. The diameter of the flywheel includes the diameter of the starter ring gear. Cars that are permitted a specific alternate transmission on the specification line may use a flywheel of standad diameter or larger for that alternate transmission.

c. Clutch assemblies, clutch linkages, and release bearings are unrestricted. Carbon clutch components are prohibited.

K. Oiling System

1. The use of any oil pan/sump, scrapers, baffles, windage trays, oil pickup(s), pressure accumulator (Accusump®), and oil filter(s) is permitted. Filter and accumulator location is unrestricted but they shall be securely mounted within the bodywork.

2. The installation of any type of vent or breather on the engine is permitted. Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.

3. Level 1 Preparation (Full Prep) Vehicles: Any engine driven oil pump may be used including a dry sump system. The dry sump tank shall be mounted within the bodywork. If said tank is mounted in the driver/passenger compartment, it shall be isolated from the driver by means of a metal bulkhead or additional container that retains any spillage or leakage.

4. Level 2 Preparation (Limited Prep) Vehicles: Any mechanically driven oil pump can be used. Chassis components may be modified to allow installation of the oil pump. Dry sump systems are prohibited.

L. The components of the exhaust system are unrestricted. Exhaust must be compliant with Section 3.3.3.B.16 and may exit through the bodywork. Rocker panels may be modified for exhaust routing.

M. Other Engine Components

1. The use of alternate engine components which are normally expendable and considered replacement parts, such as seals, bearings, water pumps, etc., is permitted. Fasteners may be substituted.

2. Bushings may be installed where none are fitted as standard provided they are concentric and that the centerline of the bushed part is not changed. The addition of alignment dowels is permitted. Bushings are required to be concentric so that unintended relocations and realignments are not permitted.

3. Gaskets may be replaced with others of unrestricted origin.

4. Alternator/generator, crankshaft, and water pump pulleys may be altered or replaced by others of unrestricted origin.

5. One or more engine torque suppressors may be fitted. Original torque suppressors may be altered, replaced, or removed.

6. Motor mounts of alternate design and/or material may be used.
7. The engine may not be relocated.

N. Engine, Rotary Piston (only) Modifications

1. No changes in the epitrochoidal curve of the motor are permitted.
2. The capacity of the working chambers shall not be changed.
3. The eccentric shaft may be replaced with another of the same basic material, but no changes in the eccentricity or bearing journal dimensions are permitted.
4. Rotors are unrestricted provided the material and number of lobes remains unchanged.

O. Cooling System

1. Cooling fan(s) may be modified, substituted, or removed. Electrically operated cooling fan(s) may be installed provided it (they) serve no other purpose. The use of any engine, transmission, and/or differential oil cooler(s) is/are permitted provided it/they is/are mounted completely within or under the bodywork, but not in the driver/passenger compartment. Associated oil cooler pumps and lines are permitted for the transmission and differential. Air ducts may be fitted to the oil cooler(s) as specifically authorized herein.
2. Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/ passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17. A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior bodywork is not altered) to accommodate the change.
3. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.
4. On water-cooled cars, thermostats may be removed, modified, or replaced with blanking sleeves or restrictors.
5. The direction of water flow through the engine shall not be changed from that which was original for the engine unless authorized in Appendix A.
6. Electrically driven water pumps are allowed. Alternate mechanical water pumps are not required to be of the same configuration as the original. Electric water pumps may be relocated.

P. Transmission

1. The standard transmission without modification may be used.
2. Any mechanical shift linkage or mechanism for changing gears may

be used including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of an alternate shift linkage.

3. Level 1 Preparation (Full Prep) Vehicles
   a. Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.
   b. Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.
   c. Pneumatic, hydraulic, or electronically-controlled shifting is not allowed for manual transmissions, except for electronically-controlled overdrive manual transmissions in cars which were originally equipped with them.
   d. Gear ratios may be modified.
   e. A functional reverse gear is not required.
   f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.
4. Level 2 Preparation (Limited Prep) Vehicles
   a. There is no weight increase for the use of a standard transmission utilizing standard case, gear ratios, and synchromesh style gear engagement.
   b. An alternate transmission that uses standard-type, circular, beveled synchronizers, imposes a 2.5% weight increase.
   c. An alternate transmission that uses a gear engagement mechanism different than standard-type, circular, beveled synchronizers imposes a 5% weight increase.

Q. Final Drive
1. Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. All non-standard driveshafts must be made of metal.
2. Any gear ratio and/or differential (limited slip or locked) is permitted. Final drive units which permit gear ratio changes while the car is in motion are prohibited.
3. Any drive axle shafts, bearings, bearing carriers, hubs, and universal/CV joints may be used.
4. "Loops" may be installed to prevent the driveshaft from contacting the ground in the event of driveshaft and/or U-joint failure.
5. Level 1 Preparation (Full Prep) Vehicles: Any axle tube or final drive housing is permitted.
6. Level 2 Preparation (Limited Prep) Vehicles: Substitution of the differential housing is only permitted on front-engine/front-drive or rear-engine/rear-drive cars through the use of an alternate trans-

axle.

R. All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.

17.11 OTHER

A. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in their respective Prepared classes. *Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section.* Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.

B. Weight Calculations

Where there is a percentage addition as well as a specific weight addition, the percentage is added to the base weight before the specific weight addition. Examples:

1. In Prepared class X (XP), the minimum weight for an AWD car with a 2.5L turbocharged engine is:

   2.5L x 1.4 = 3.5L x 250 lbs. = 875 lbs. + 1200 lbs. = 2075 lbs.

2. In Prepared class C (CP), the minimum weight for a car with a 302 ci (5.0L) engine prepared to Section 17.11 (e.g., GCR) allowances is:

2700 lbs. x 1.10 = 2970 lbs.

C. Data acquisition/recording systems are permitted.

D. Except where there are specific requirements in these rules, any safe line for fuel, hydraulic fluids, oil, water or breather is allowed.

E. Ballast may be added to all cars as required to meet minimum weight provided it is securely mounted within the bodywork and serves no other purpose. Ballast plates may be installed beneath the floor pan so long as they do not protrude beyond its edges.

F. All cars may have towing eyes, hooks, or straps which do not dangerously protrude from the bodywork.

G. Removal of or modification to heating, ventilation, air conditioning, wiper/washer, audio, security, communication, and convenience systems is allowed provided the modification does not serve another purpose (e.g., an air conditioning compressor may not be modified to serve as a supercharger).

17.12 SAFETY

A. Roll Bars/Roll Cages (Aluminum is not an allowed material.)

1. All open Prepared Category vehicles shall have at a minimum a roll bar complying with Appendix C.
2. It is recommended that all cars be equipped with a roll cage meeting the requirements of the Club Racing GCR. Compliance with this requirement supersedes the need to comply with Section 17.12.A.1.
3. Roll bars and cages may either be bolted or welded to the vehicle.

B. At a minimum all vehicles will be equipped with driver restraints meeting Solo® safety requirements. It is highly recommended that all cars with roll bars/cages be equipped with driver restraints meeting the requirements of the GCR.

C. A scattershield or explosion-proof bell housing complying with the GCR is recommended.

D. Fire extinguishers or fire systems are permitted.

18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM), *a Stock Tub car (18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used.* Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s).

Modified Category cars are divided into classes based on potential Solo® performance. They need not be licensed for or capable of street use. The Solo® Rules shall take preference over the Club Racing GCR concerning safety requirements for vehicles in this Category. Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be moveable when the car is in motion. The use of any moving device (e.g., a fan, propeller, turbine) or hinged wing to create downforce is prohibited. Movable side skirts are not permitted except where noted herein or in Appendix A, Modified Category.

18.0.A. Sound Control Modifications

If a formula car or sports racer is restricted by a GCR-stated exhaust length or vehicle length and therefore prohibited from installing the necessary exhaust devices to quiet the car to meet local dB limits, the following shall apply:

The vehicle exhaust system length may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of (a) noise limiting device(s) and in so doing keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting device(s) shall serve no other purpose than that stated and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

18.0.B. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.
3. Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times the computed displacement.

18.0.C. Aerodynamics

The area of a wing shall be computed by multiplying the width and depth of the wing assembly (top view) without regard to the curvature and/or inclination of the wing or number of elements. Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation. This specification supersedes Section 12.9 for these classes.

18.0.D. Tires

Any tire (including recaps) meeting the applicable portions of Section 3.3 is allowed.

18.0.E. Safety Requirements

The following shall be required in all Modified Category vehicles:

1. Scattershields/Chain Guard:The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passengers. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

   The following material requirements apply to scattershields/explosion-proof bell housings:

   ⅛ inch (0.125"; 3.18mm) SAE 4130 alloy steel

   ¼ inch (0.250"; 6.35mm) mild steel plate

   ¼ inch (0.250"; 6.35mm) aluminum alloy

   SFI or NHRA approved flexible shields

2. Master Switch: All cars shall be equipped with a master switch easily accessible from outside the car. Club Racing Spec Racer Ford vehicles shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

   a. Formula and Sports Racing Cars: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.

   b. Closed Sports Racing Cars, Production Cars, and GT Cars: In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to

the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)

c. Open Production and GT Cars: May exercise a choice among the above locations.

3. Driveshaft Hoop: RWD DM and EM vehicles shall have a driveshaft hoop capable of preventing the shaft from entering the driver's compartment or damaging any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360° of enclosure, ¼ inch (0.250"; 6.35 mm) minimum thickness and 2.0" (50.8 mm) wide, or ⅞ inch (0.875") x 0.065" (22.23 mm x 1.65 mm) welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed "tunnel" or other such structure which the driveshaft passes through such as the vehicle's frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

   Note: DM and EM vehicles are exempt from the scattershield, driveshaft hoop, and Master Switch requirements if they are using DOT-approved tires.

4. The roll bar structure must meet the requirements of either Appendix C or the Club Racing GCR required by class rules. Roll cages are strongly recommended.

   Specials are required to have the roll bar extend at least 2" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.

5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.

6. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.

7. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:

   1. Fuel cells.
   2. Windscreens, side mirrors and tail/stop lights.
   3. Headlight covers, lenses, and bulbs.
   4. Log books.
   5. Fire retardant driver's suits.
   6. Homologation.
   7. Fuel test ports.
   8. Production-based dune buggies need not meet door requirements.

9. Running lights.
10. Deformable structures as defined by the GCR Formula Atlantic rules.
11. On-board fire systems.
12. Reverse gear in BM and FM vehicles.
13. A front impact attenuation device (GCR Section 9.4.5.G) is not required in Solo® Modified Category vehicles.
14. Driver restraint system aging requirements (GCR Section 9.3.19.G) do not apply.

The 180° vision rule is recommended.

Note: If any conflict exists between the Club Racing GCR and the Solo® Rules, the Solo® Rules shall take precedence.

See Sections 3.8 and 8.3.1 for documentation requirements.

Refer to Appendix A for additional class-specific vehicle preparation rules.

Refer to Appendix F for past clarifications of these rules.

The following types of cars are assigned to the Modified Category:

18.1 MODIFIED PRODUCTION-BASED CARS

A. Eligibility

Modified classes D (DM) and E (EM) contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes CP through FP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, meet the specifications below, or be otherwise recognized by the SEB.

1. Kit Cars

Kit cars, which were originally designed, constructed, and licensable for street use, may participate in DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The SCCA® will evaluate each submitted kit model individually and the evaluation will ensure that the specific model:

a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see Section 18.1.C.1).
b. Has no unusually advantageous aerodynamic features.
c. Has no exceptionally low center of gravity.
d. Has no exceptionally high strength-to-weight ratio.
e. Has no other unique features that would upset the competitive balance in DM and EM.
f. Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

a. They will automatically take the Modified Tub weight penalty (see Appendix A).

b. They will have the same weight-displacement scales and weight bias penalties as production-based cars.

c. They will be allowed all the modifications that production-based cars are permitted.

d. They are subject to the same engine and transmission restrictions as production-based cars.

e. They must meet the same safety requirements as production-based cars.

A newly-added model is not eligible for the current year's Solo® National Championships unless its listing was published no later than the July issue of the official SCCA® publication.

The list of currently approved models is as follows:

Factory Five Racing 818 (S & R)

2. Clones

Clones/replicas of SCCA®-recognized production cars are permitted to compete in DM and EM provided they comply with the following requirements:

a. They are substantially similar to and recognizable as the original manufactured vehicle on which they are based.

b. Their specifications do not violate any rule stated herein.

c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

The Panoz Roadster *and Porsche 550 Spyder* are eligible for competition in DM and EM as a modified production-based car *using the Modified Tub minimum weights*.

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

1. Respecting Section 18.1.F: Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.

2. Firewalls and floors shall prevent the passage of flame and debris to the driver compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes

to prevent the accumulation of fluids.

3. The driver must be provided with clear and unobstructed access to the driver's compartment.
4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal centerline of the car.
5. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.
6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.
7. Standard bumpers may be retained, removed, or replaced with alternate materials. The bumper, if retained, will contribute its contour to the top view outline of the car for measurement purposes. Bumpers made of alternate materials shall retain the shape and size of the original.
8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.

C. Body and Frame

1. Stock Tub
   a. No part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.
   b. A bulkhead is defined as a transverse panel that is a separator or step between the driver's compartment and the engine or main luggage area.
   c. In cars where a rear luggage compartment is not totally closed off from the passenger compartment, the base of the floor pan step or base of a part-height panel that would limit rearward travel of the rearmost of seat bottoms is the rear bulkhead point. If there are built-in seat track catches or stops, they are assumed disabled for this definition of travel.
   d. Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original.
   e. No removal of the interior sides of the pillars or tub to leave just an outer shell.
   f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.

g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.

h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12.7. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full standard floor pan width or greater must be visible when viewed from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain/exhaust/tire/suspension clearance.

i. Tunnels and other vertical floor pan features, as defined in Setion 12.7, are included as part of the floor pan of a Stock Tub and shall be at least the original size. They can be longer, wider, and taller.

j. No car of any sort with a floor pan less than 37" (94.0 cm) wide for front-engine cars or less than 42" (106.7 cm) wide for mid- and rear-engine cars shall be allowed in DM or EM.

k. A Stock Tub car over 93" (236.2 cm) in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.

No weight adjustment.

2. Modified Tub

a. All attributes of a Stock Tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.

b. A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.

c. Lightweight replacement body panels, a thinned-down standard fiberglass body, or a lift-off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead-to-bulkhead region.

d. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than standard with a Modified Tub weight adjustment. A flat floor pan is legal.

e. Floor pan material and thickness are open under Modified Tub allowances.

f. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.

g. All other cars, Stock or Modified Tub, whose factory wheelbase are less than 93" (236.2 cm) may still change their wheelbase,

but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.

h. All series of Lotus 7, 7A, Super 7 and their clone or kit forms (such as Birkin, Westfield, Locost) are automatically classified as Modified Tubs. This also applies to the Shelby Cobra and its clones.

i. Tube frame cars are included in this tub category.

3. Materials (all tubs)

a. Ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.

b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal. Lighter replacement sections may not be used between bulkheads in a Stock Tub without it becoming a Modified Tub.

c. Lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

d. Cars that have been approved for DM and EM as clones do not have the freedom to use better strength per weight structural materials than those originally used in the corresponding places in the originals. The only exception is the use of high carbon or chromemoly steel in place of mild steel.

D. Drivetrain

1. Engines must be derived from production automobiles available in the US or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac® Super Duty 4 and the Cosworth® 16-valve series are allowed. Motorcycle, snowmobile, marine, or any other initially non-automobile design is not allowed even if it was also made available in an automobile. Non-automobile engines are prohibited. 4-stroke automobile motors shall not be converted to 2-stroke.

2. Engine and/or drivetrain changes are permitted within the following limitations:

a. Original front-engine design must remain a front-engine design (i.e., no part of the engine block or cylinder head may extend rearward of the midpoint of the wheelbase).

b. Original rear- or mid-engine designs may be interchanged with

each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.

3. Non-automobile CVTs are prohibited. Automobile-based CVTs are only allowed with their matching factory engine.
4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.0.B.3.
5. For weight designations in EM, Mazda rotary engines are compared to the piston engines listed (i.e., 3.2L OHC vs. 4.5L OHV). 13B rotary engines should be equated to the 3.2L OHC engines. 13B forced-induction 2-rotor engines (1308cc x 2 x 1.4 = 3662cc) and all 3-rotor engines shall be grouped with vehicles required to meet the stated 1800 lb. minimum weight.
6. Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3"). The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts.

E. Minimum Weights

Minimum weights for cars in DM and EM and all adjustments to these weights are shown in Appendix A.

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, wings, or sealing skirts may be added. No bargeboards, ramps, vanes, wickerbills, or other aerodynamic devices are allowed except as specified herein or as part of an SCCA®-approved GT-1 bodywork package for the specific make and model.
2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters, and may be widened to rear body width as specified in Section 18.1.E.3.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA®-approved GT-1 front bodywork package are allowed.
3. Front Aero
   a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above or aft of the forward most part of the front fender opening and shall not be mounted more than 4.0" (101.6 mm)

above the horizontal centerline of the front wheel hubs.

b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork or it may replace the bodywork it would otherwise cover.

c. The front spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above. The front spoiler may not function as a wing and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the bodywork above the spoiler. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0" (20.3 cm) of its extent. The change in top view outline caused by these bodywork changes is allowed.

d. Front splitters are allowed but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft. Splitters may not be wider than, nor extend more than, 6.0" (15.2 cm) forward of the top-view outline of the car. The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.

Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

e. A front splitter and its associated features shall not function as a diffuser.

f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.

4. Rear spoilers

a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10.0" (25.4 cm) from the

attachment point out to the outer or free edge. This sets the maximum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5" (19.1 cm) from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height.

c. Aerodynamic aids permitted in Section 18.1.F shall not function as wings. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.

5. Diffusers are allowed at the rear of the car only and shall have no more than 25.0" (63.5 cm) front to back of expanding chamber. Vanes or strakes are allowed inside the diffuser. A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. The diffuser may protrude rearward beyond the top view outline of the car. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules. Diffuser sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground.
6. If the factory production car was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.
7. Vanes, strakes, and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6.0" (152.4 mm) must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:

56 sq. in. (362.9 cm^2) for a roof spoiler;

100 sq. in. (645.16 cm^2) for a trunk spoiler;

35 sq. in. (232.26 cm^2) for a front splitter.

G. Brakes

The use of any type brakes, pads, and components are permitted (disc or drum). The location of brake components (inboard vs. outboard) may be changed from original. The original "emergency" or hand brake may be removed.

H. Tolerances

A tolerance of ±½" (±12.7 mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

1. At least ½ the width of each tire must be covered by the fenders when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.
2. Suspension systems and wheels are free.
3. The use of a windscreen is not required.
4. Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

18.2 SPORTS RACERS

Closed wheel vehicles are referred to as Sports Racers and are assigned to Modified classes A, B, and C (AM, BM, and CM). AM vehicles do not have to comply with any Club Racing GCR, while BM and CM vehicles must comply with the current year GCR. The competitor must indicate on his entry form to which set of specifications that the car is prepared.

Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production-based automobiles whether or not from Appendix A.

Dune buggies and DM/EM cars are allowed in BM at Club Racing ASR, CSR, and DSR engine and weight rules as long as they do not exceed the DM/EM aero rule allowances and with the following noted specifics:

A. Tire covering shall be as noted in the DM/EM rules.

B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.

C. Suspension does not have to be covered when observed from above.

D. The BM minimum wheelbase of 80.0" (203.2 cm) is not required.

Any dune buggy, production, or non-production street car meeting all GCR SRCS rule requirements may alternately run in BM with full BM Solo® Rules aero allowances.

The following applies to all Sports Racers in AM, BM, or CM:

1. Minimum track is 42.0" (106.68 cm) front and rear.
2. Minimum wheel diameter is 10". No maximum wheel diameter. No minimum rim width. Maximum rim width is 15".

3. All four wheels are sprung from the chassis.
4. Wing area shall be calculated as described herein.

18.3 FORMULA CARS

Single-seat, open-wheeled cars are referred to as Formula cars and are assigned to Modified classes B (BM), C (CM), and F (FM). BM cars must comply with the current year Club Racing GCR (except as noted by the Solo® Rules including Appendix A) and the competitor must indicate on his entry form to which set of specifications the vehicle was prepared. CM and FM cars must conform to the current year Club Racing GCR except Solo® Vee and Formula 440/500 vehicles which are allowed the additional modifications and exceptions listed in Appendix A. Formula cars not conforming to the GCR eligible for BM, CM, or FM are considered Specials. The competitor must have the referenced GCR in his possession during the event. Exceptions to the GCR are as follows:

A. Wing area shall be computed as described herein.

B. Front impact attenuation device (GCR Section 9.4.5.G) does not apply.

18.4 SPECIALS

Cars not otherwise classified which meet the following minimum specifications are considered as Specials and are assigned to Modified class A (AM).

A. Bodywork
   1. Must be made of metal, fiberglass, or other suitable fire resistant materials. The sides, front, and back of the cockpit area must be at least as high as the driver's waist.
   2. Full and unobstructed access to the driver's seat must be provided.
   3. Firewall and floor shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids.
   4. Fenders are optional and design of same is free. Sharp edges are not allowed.
   5. Minimum of one seat, capable of supporting the driver in an upright or semi-reclining position is required. Location of the driver's seat is unrestricted.

B. Chassis
   1. May be of any construction deemed safe.
   2. Minimum wheelbase is 72.0" (182.88 cm).
   3. Minimum track is 42.0" (106.68 cm) front & rear.
   4. Minimum wheel diameter is 10".
   5. All four wheels will be sprung from the chassis.
   6. Brakes must conform to those specifications listed in Section 3.3.3.B.13. The brakes shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.

7. A roll bar conforming to Appendix C is required.

   Exception: The bar must extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar is required.

8. Five-, six-, or seven-point driver restraint systems are required per Club Racing GCR Section 9.3.19.
9. Vehicles shall have a Master Cutoff switch complying with Club Racing GCR Section 9.3.34.
10. Aerodynamic devices may not have an overall width greater than 75.0" (190.50 cm).
11. No aerodynamic device may extend more than 66.0" (167.64 cm) above the ground.
12. The total area of all wings shall not exceed 20 sq. ft. (129.03 cm^2), computed as previously described in Section 18.0, Modified Category, "Aerodynamics."
13. Movable side skirts are allowed.

18.5 FORMULA SAE (FSAE)

A. Vehicles constructed to any single year's Formula SAE rules (1985-on) to include all FSAE safety items for that single year are eligible to run in SCCA® Solo® events. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.

B. Non-students may build, own, and compete in FSAE vehicles.

C. In addition to FSAE safety rules, SCCA® safety rules per the applicable portions of Sections 3.3 and 18.4.A shall be met. Passing vehicle inspection at a prior FSAE event is not required.

D. Transponder and FSAE lettering shall not be required.

E. These vehicles are assigned to Supplemental Class FSAE, which may run as a subgroup of AM but shall be scored separately. An FSAE car may only compete directly in AM if it meets all AM requirements and specfications. FSAE cars must also meet the following minimum criteria:

   1. Current year FSAE restrictor plate and engine displacement rules. Restrictor requirements are as follows:
      a. Gasoline fuel: 20.0 mm (0.7874") intake restrictor
      b. E85 fuel: 19.0 mm (0.7480") intake restrictor
      c. M85 fuel: 18.0 mm (0.7087") intake restrictor
   2. Current year FSAE aerodynamic rules

F. FSAE vehicles may not mix and match specifications from multiple years except as specified above.

18.6 LEGENDS CARS AND DWARF CARS

Vehicles comforming to the US Legend Cars International (www.uslegendcars.com) racing series specifications, with exceptions and requirements

as noted in Appendix A, are eligible to compete in Modified class F (FM). (Bandolero and Thunder Roadster vehicles are not eligible for FM.)

Vehicles comforming to the Western States Dwarf Cars Association Specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM).

SPORTS CAR CLUB
OF AMERICA
®

STREET CATEGORY

Excluded from Street Category for reasons of stability per Section 3.1:

Dodge Caliber (non-SRT)
Fiat 500 (non-Abarth)
Ford Fiesta (non-ST) (2011-15)[1]
GEO Tracker & Suzuki Sidekick
Jeep CJ series
MINI Countryman
Nissan Juke
Suzuki Samurai
Scion xB (2004-06)
Scion iQ

The following make/models are not eligible for the Street Category:

Audi R8
BMW 325 M-Technic
BMW M3 Lightweight
Callaway Corvette
Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)
Ferrari 355
Ferrari 360
Ferrari (NOC)
Ford GT
Lamborghini (NOC)
Lotus Elan M100
Lotus Elise SC (2008-11)
Lotus Exige S & S/C (2006-11)
Lotus Sport Elise (2006)
MINI Cooper S JCW (2002-05)
Mercedes-Benz Black Edition (all)
Nissan GT-R (2012-15)
Oldsmobile 442 HO W-41 (Sports package option)
Pontiac Firebird Firehawk
Porsche 911 GT2 (2002-05)
Porsche 911 Turbo AWD
Porsche 911 Turbo S & 3.6S (964) (1992-94)
Porsche 911 GT3 RS (997) (2007-08)
Porsche 911 Turbo (996) (2001-05)
Saleen SC (Mustang)

Super Street class (SS)

Alfa Romeo
4C (2015)[4]
Audi
TT RS (2012-13)
BMW
Z8
Chevrolet
Corvette Stingray (C7) (2014-15)
Corvette Z06 (2015) (OE tires are not compliant)[1]
Corvette ZR1 (2009-13)
Dodge
Viper (NOC)
Ford
Mustang Cobra R (1993, 1995, 2000)
Lotus
Elise (non-SC) (2005-11)
Evora S (2011-15)
Exige (non-supercharged) (2006)
Mercedes-Benz
AMG (NOC)
Nissan
GT-R (2009-11)
Porsche
911 (991, non-GT3) (2012-15)
911 (997 chassis) (2005-12)
911 GT3 (996 & 997, non-RS)
911 Turbo
911 Turbo (930) (1974-89)
911 Turbo (964, non-S, non-3.6S) (1989-94)
Boxster S (2009-15)
Boxster Spyder (2011-13)
Cayman R (2012)
Cayman S (2009-15)
SRT
Viper (2013-15)
Tesla Motors
Roadster (all) (2008-13)

[1]*Fastrack News, January 2015*
[4]*Fastrack News, April 2015*

A STREET CLASS (AS)

Acura
- NSX Alex Zanardi Signature Edition

Cadillac
- XLR

Chevrolet
- *Camaro Z28 (2014-15)*
- Camaro ZL1 (2012-15)
- Corvette (C6, non-ZR1) (2005-13)
- Corvette Z06 (C5) (2001-04)

Dodge
- Viper (non-ACR) (2008-10)
- Viper GTS (1996-2005)
- Viper R/T (1992-2003)
- Viper SRT-10 (2003-07)

Ford
- *Mustang Boss 302 Laguna Seca (2012-13)*
- Mustang Shelby GT500 (2007-14)

Honda
- S2000 CR

Jaguar
- *F-Type (except Project 7) (2014-15)*[3]

Lotus
- Esprit Turbo (1996-2004)
- Evora (non-supercharged)(2010-15)

Mazda
- RX-7 (1993-95)

Morgan
- *Plus 8*
- *Roadster (V6)*

Nissan
- *350Z NISMO (2004-2008)*
- *370Z NISMO (2009-15)*

Pontiac
- Solstice GXP (Turbo) (2007-09)

Porsche
- 911 (996, non-turbo) (1998-2005)
- Boxster S (2005-08)
- Boxster (non-S, non-Spyder) (2009-15)
- Cayman (non-R, non-S) (2009-15)
- Cayman S (2006-08)

Saturn
- Sky Redline (Turbo) (2007-10)

B STREET CLASS (BS)

Acura
- NSX (non-Zanardi Edition)

Audi
- RS 4 (2007-08)
- RS 5 (2013-15)
- RS 6 (C5 chassis) (2003-04)
- *S3*[1]
- S4 (2010-15)
- S5 (2008-15)
- *TT quattro (AWD) (2008-15)*
- TTS (2009-15)

BMW
- 1 Series M Coupe (2011-12)
- M Coupe & Roadster (2001-02)
- M5 (2004-10)
- Z4 Coupe (incl. M) (2006-08) & Roadster (incl. M) (2002-15)

Cadillac
- ATS (3.6L V6)

Chevrolet
- Corvette (C4, all) (1984-96)
- Corvette (C5, non-Z06) (1997-2004)

DeTomaso
- Pantera
- Mangusta

Honda
- S2000 (non-CR)

Jaguar
- XKR Coupe

Maserati
- Coupe (2002-07)
- GranSport (2004-07)
- Spyder (2002-07)

Mazda
- MX-5 Miata MS-R (2007)
- Miata Club Sport (2003)

Mercedes-Benz
- C32 AMG (2002-04)
- CLK55 AMG (2001-06)
- SLK32 AMG (2002-04)
- SLK350 (2005-15)
- SLK55 AMG (2005-10)

Mitsubishi
- Lancer Evolution (2003-14)

[3] *Fastrack News, March 2015*

BS (CONTINUED)

Nissan
370Z (non-NISMO) (2009-15)
Pontiac
Solstice (non-turbo) (2007-10)
Porsche
911 (993, non-turbo) (1995-98)
968
Boxster (986 & 987, non-S) (1997-2008)
Boxster S (986 chassis) (2000-04)
Cayman (non-S) (2005-08)
Macan S & Turbo (2015)
Saleen
Mustang (non-supercharged)
Saturn
Sky (non-turbo) (2007-10)
Scion
FR-S Release Series 1.0
Shelby
Cobra
Subaru
Impreza WRX STI (incl. Special Edition) (2004-15)
Toyota
Supra Turbo (1993½-98)
TVR
8-cyl
V6
V8
V12

[1]*Fastrack News, January 2015*
[2]*Fastrack News, February 2015*

C STREET CLASS (CS)

BMW
M Coupe & M Roadster (1996-2000)
M3 (E30 & E36) (1988-91, 1995-99)
Z3 (6-cyl, non-M) (1997-2002)
Chevrolet
Corvette (1963-82)
Chrysler & Plymouth
Prowler
Ferrari
308 & 328
Jaguar
XKE
Jensen
Jensen Healey
Lotus
7 & 7A
Eclat
Elan (RWD, all)
Elite (all)
Esprit (non-turbo)
Europa
Maserati
BiTurbo
Mazda
MX-5 Miata (non-MS-R 2007) (2006-15)
RX-7 Turbo (1987-91)
RX-8
Mercedes-Benz
SLK
Nissan
300ZX Turbo (1990-96)
350Z (non-NISMO) (2003-09)
Porsche
356 Carrera (4-cam)
911 (non-turbo, NOC)
911 Club Sport
914 (all)
928 (all)
944 (16v)
944 Turbo (all)
Carrera 2 & Carrera 4 (964) (1989-94)
Scion
FR-S (non-RS 1.0)

CS (CONTINUED)

Subaru
- BRZ

Toyota
- MR2 Turbo

D STREET CLASS (DS)

Acura
- Integra Type R

Audi
- A3 quattro (3.2L V6, AWD) (2006-09)
- A5 (2008-15)
- S4 (2000-03)
- *TT (1.8T, non-quattro/FWD) (2000-06)*
- *TT (2.0T, non-quattro/FWD) (2008-09)*
- *TT quattro (AWD) (2000-06)*

Chevrolet
- Cobalt SS (2.0L Turbo) (2008-10)

Eagle
- Talon Turbo (AWD)

Lexus
- SC 400 (1992-2000)

Mazda
- Mazdaspeed6

MINI
- Clubman JCW (2009-14)
- Clubman S (2008-14)
- Cooper Coupe JCW (2013-15)
- Cooper Coupe S (2013-15)
- Cooper JCW (2006-15)
- Cooper Roadster JCW (2012-15)
- Cooper Roadster S (2012-15)
- Cooper S (2002-15)

Mitsubishi
- Eclipse Turbo (AWD)
- Lancer Ralliart (2009-15)

Saab
- 9-2X Aero (2.0L Turbo) (2005-06)

Subaru
- Forester 2.5XT (2004-13)
- Legacy 2.5GT (2005-12)
- Impreza WRX (non-STI) (2001-15)

Volkswagen
- Golf R (2012-13)
- R32 (Golf chassis) (2004, 2008)

E Street class (ES)

Alfa Romeo
- 2000 Spider
- 2000 GTV

BMW
- Z3 (4-cyl) (1996-98)

Datsun
- 2000
- 240Z
- 260Z
- 280Z
- 280ZX (non-turbo)

Dodge
- Charger Turbo
- GLH Turbo

Fiat & Bertone
- X1/9

Mazda
- Mazdaspeed Miata (2004-05)
- Miata (1990-2005)
- RX-7 (non-turbo)

Morgan
- 4/4 & Plus 4

Pontiac
- Fiero (V6)

Porsche
- 924 Turbo (Audi engine) (1979-81)
- 924S (1986-88)
- 944 (8v)

Shelby
- Charger GLH-S (1987)

Sunbeam
- Tiger

Triumph
- TR-8

Toyota
- MR2 (non-turbo) (1985-95)
- MR2 Spyder (2000-05)
- MR2 Supercharged

TVR
- 4-cyl
- inline-6

F Street class (FS)

AMC
- AMX
- Javelin (V8)

Audi
- A6 (V8) (1997-2015)
- A6 (V6 Supercharged) (2008-15)
- S4 (V8) (2004-09)

BMW
- 128i, 135i, & 135is (2008-13)
- *228i & M235i (F22) (2014-15)*
- 323i & 328i (E46) (1999)
- *328d (2014-15)*[4]
- *328i (F30/F31/F34) (2012-15)*
- *335d (2009-11)*[4]
- 3 Series (including M3; E46, E90, E91, E92, E93) (2000-13)
- *428i & 435i (F32/F33/F36) (2014-15)*
- 5 series (NOC)
- 6 series coupe
- 8 series coupe
- M5 (1988-93, 2000-03)

Buick
- Regal & Grand National (Turbo V6)

Cadillac
- ATS (2.0L Turbo) (2013-15)
- CTS & CTS-V

Chevrolet
- Camaro (V6) (2010-15)
- Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
- Camaro SS (incl. 1LE) (2010-15)
- Camaro (V8 non-supercharged, NOC)
- Corvette (1953-62)

Chrysler
- 300 (incl. SRT8) (2004-15)
- Crossfire
- SRT-6 (2005-06)

Datsun
- 280ZX Turbo

Dodge
- Challenger (all) (2008-15)
- *Charger (V8) (2006-15)*
- Magnum (incl. SRT8) (2005-08)

[4] *Fastrack News, April 2015*

FS (CONTINUED)

- Ram SRT10 (2004-06)
- Stealth Turbo

Ford
- Crown Victoria
- *Mustang Boss 302 (non-Laguna Seca) (2012-13)*
- Mustang Cobra (2003-04)
- *Mustang EcoBoost (2015)*[3]
- Mustang GT (2010-15)
- Mustang Mach 1 (2003-04)
- Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
- Mustang SVT Cobra
- Mustang V6 (2011-15)
- Mustang (V8, NOC)
- Thunderbird (V8 & V6 Supercharged)

GMC
- Syclone
- Typhoon

Hyundai
- Genesis Coupe (4-cyl Turbo) (2013)
- Genesis Coupe (V6) (2010-15)

Infiniti
- G35 Coupe & Sedan
- G37 Coupe & Sedan
- Q45

Jaguar
- X Type (3.0L) (2002-08)
- XJ (1998-2015)
- XJ-S (1976-96)
- XK8 (1997-2006)
- S-Type (6-cyl)
- S-Type R
- Sedan (12-cyl)

Lexus
- IS 250 (2006-15)
- IS 300
- IS 350 (2006-15)
- IS F (2008-14)
- GS 400 (1998-2000)

Lincoln
- LS (V8) (2000-06)
- Mark VIII (1993-98)

Mercedes-Benz
- C280 (2001-07)
- C300 (2007-15)
- C320 (2001-05)
- C350 (2007-15)
- C36 AMG
- C63 AMG (non-Black Series) (2008-15)
- CLK
- E55 AMG

Mercury
- Capri (V8)
- Cougar (V8 & V6 Supercharged)

Mitsubishi
- 3000 GT Turbo

Nissan
- 300ZX (non-turbo) (1990-96)
- 300ZX Turbo (1984-~~90~~*89*[4])

Pontiac
- Firebird (V8, NOC)
- Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
- G8 (V8 & NOC) (2008-09)
- GTO (2004-06)
- Trans Am Turbo (V6)

Porsche
- Panamera (2010-15)

Shelby
- GT350 (1965-70)
- GT500 (1967-70)

Tesla Motors
- Model S (2012-14)

Toyota
- Supra (non-turbo) (1993-98)
- Supra Turbo (1987-92)

Triumph
- Stag

V8 sedans, pick-ups, and sedan-derived convertibles NOC

[3] *Fastrack News, March 2015*
[4] *Fastrack News, April 2015*

G Street class (GS)

Acura
- RSX Type S

Audi
- A4 (V6 & 4-cyl Turbo)
- A6 (V6 NOC & 4-cyl)
- A8 & V8 quattro (AWD)
- Quattro (Coupe Turbo)

BMW
- *320i (F30/F31/F34) (2014-15)*
- 323i Convertible, 323is, 328i Convertible, & 328is (E36) (1999)
- 3 Series (6-cyl, non-M3; E30, E36) (1984-98)

Cadillac
- ATS (2.5L 4-cyl non-turbo) (2013-15)

Chevrolet
- Cobalt Sport (2.4L) (2008)
- Cobalt SS (2.0L SC) (2005-07)
- Cobalt SS (2.4L) (2006-07)
- Malibu (all) (2008-15)

Chrysler
- Conquest Turbo
- PT Cruiser (Turbo) (2003-09)

Dodge
- Caliber SRT4
- *Charger (V6) (2006-15)*
- Conquest Turbo
- Neon (1995-99)
- SRT-4 (Neon chassis)

Fiat
- 500 Abarth (2012-15)

Ford
- Focus ST (2013-15)
- Fusion (6-cyl)
- Mustang (V6) (1994-2010)
- Mustang SVO
- Taurus SHO (1989-99, 2010-15)
- ZX2 S/R (1999-2003)

General Motors
- FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)

Hyundai
- Genesis Coupe (4-cyl Turbo) (2010-12)
- Veloster Turbo (2012-15)

Isuzu
- Impulse Turbo (all)

Kia
- Forte & Forte Koup (2.4L)

Lexus
- SC 300 (1992-2000)

Mazda
- 323 GT Turbo (sedan)
- 323 GTX Turbo (AWD)
- *Mazdaspeed3*
- Mazdaspeed Protégé

Mercedes
- 190E (6-cyl 2.6L & 4-cyl 16v)
- C230 (1999-2007)

Merkur
- XR4Ti

MINI
- *Cooper Hardtop (non-S, non-JCW) (2014-15)*

Mitsubishi
- Galant (V6 & 4-cyl Turbo)
- Starion Turbo

Plymouth
- Neon (1995-99)

Saab
- 9-2X Linear (2.5L)
- Turbo models (NOC)

Saturn
- ION Redline (Turbo)

Subaru
- Impreza 2.5 (non-turbo)

Toyota
- Celica All-Trac Turbo
- Celica GT (2000-05)
- Celica GTS (2000-03)

Volkswagen
- 1.8L Turbo models (NOC) (2002-06)
- Beetle & New Beetle (1.8L Turbo)
- Corrado
- Golf, GTI & Jetta (1.8L Turbo)
- Golf, GTI & Jetta (VR6 24v) (2002-05)
- GTI (2006-15)
- Jetta (2.0L Turbo) (2006-15)
- Passat (1.8L Turbo)

GS (CONTINUED)

Passat (W8)
Volvo
S60R *(except Polestar)*[3]
V70R *(except Polestar)*[3]
Turbo models (NOC)

H STREET CLASS (HS)

Acura
CL (all)
Integra (all except Type R) (1986-2001)
Legend
RSX (non-Type S)
TL
TSX
Vigor
Alfa Romeo
164 (non-S) (1991-93)
1300
1600
1750 & 1750 GTV
2000 (4-door sedan)
GTV V6
Milano
Sedan (NOC)
AMC
Gremlin (4-cyl & 6-cyl)
Spirit (4-cyl & 6-cyl)
Audi
80
90
100 (non-S4)
200 Turbo quattro
4000
5000 (non-turbo)
5000 Turbo
A3 (FWD) (2006-13)
Coupe quattro (non-turbo)
S4 (100 CS chassis) (1992-94)
Austin
Mini
Austin-Healey
(all)
Buick
Reatta
BMW
1600
1800
2000 CS coupe
2002
318 (all)
320
7 Series (6-cyl)

[3]*Fastrack News, March 2015*

HS (CONTINUED)

Cadillac
- *Catera*

Chevrolet
- Aveo
- Beretta (NOC)
- *Camaro (4-cyl & 6-cyl) (1967-2002)*
- Chevette
- Cobalt (2.2L, all) (2005-10)
- *Corvair (all)*
- Cruze
- Nova (FWD) (1986-88)
- Nova (RWD, 4-cyl & 6-cyl) (1962-79)
- Sonic (2012-15)
- Spectrum
- Sprint
- Vega & Cosworth Vega
- Volt (2012-15)

Chrysler
- 300M (1999-2004)
- Cirrus (V6)
- *Laser (all)*
- PT Cruiser (non-turbo) (2001-2010)
- *Sebring (all)*

Daewoo
- *(all)*

Datsun
- 1200
- 1500 & 1600 Roadster
- 210 & B-210
- 310
- 510
- 610
- 710
- 810
- F10

Dodge
- 024
- *Avenger (all)*
- Challenger (1978-83)
- Charger (non-turbo, FWD) (1981-87)
- Colt (all)
- Dart (FWD) (2013-15)
- *Daytona (all)*
- *Lancer Turbo*
- GLH (non-turbo)
- Intrepid
- Neon (2000-05)
- Omni
- Rampage
- *Shadow (all)*
- *Spirit (all)*
- *Stealth (non-turbo)*
- *Stratus (all)*

Eagle
- Summit (all)
- *Talon (all, FWD)*

Fiat
- all except X1/9

Ford
- Aspire
- *Contour (all)*
- Cortina
- Escort (non-ZX2 S/R)
- EXP
- Festiva
- Fiesta (1976-80, ~~2011-15~~[1])
- *Fiesta ST (2014-15)*
- *Five Hundred*
- Focus (all except ST 2013-15)
- Fusion (4-cyl)
- *Mustang (4-cyl, 6-cyl, & 4-cyl Turbo except SVO) (1964½-93)*
- Pinto
- *Probe (all)*
- Taurus (non-SHO)
- *Tempo (all)*
- *Thunderbird Turbo Coupe*
- Thunderbird (V6, non-S/C) (1989-97)
- ZX2 (non-S/R)

Geo
- Metro
- Prizm
- Spectrum
- Storm

General Motors
- FWD models (NOC)
- RWD V6 models (NOC)

[1] *Fastrack News, January 2015*

HS (CONTINUED)

Honda
- 600
- 800
- *Accord (all)*
- *Civic (all)*
- *CRX (all)*
- CR-Z
- del Sol & Civic del Sol (all)
- Fit
- Insight
- *Prelude (all)*

Hyundai
- Accent (1995-2015)
- *Elantra (1990-2015)*
- Scoupe
- Tiburon
- Veloster (non-turbo) (2012-15)
- NOC

Infiniti
- G20
- *M30*

Isuzu
- Impulse (non-turbo)
- I-Mark
- Stylus

Jaguar
- 120
- 140
- 150
- *X-Type (2.5L) (2002-05)*

Kia
- Forte & Forte Koup (2.0L)
- Optima
- *Rio (2012-15)*
- Sephia
- Spectra5

Lancia
- Beta
- Scorpion

Lexus
- *CT200h (2011-15)*[3]
- *ES 250*
- *ES 300*
- *GS 300*

Lincoln
- *LS (V6)*

Lotus
- Cortina

Mazda
- 323 (non-turbo)
- 626
- 808
- 929
- Cosmo
- GLC
- Mazda2 (2011-15)
- Mazda3 (2004-15)
- *Mazda6 (all)*
- *Millenia (all)*
- MX-3
- *MX-6 (all)*
- Protégé (non-Mazdaspeed)
- R100
- RX-2
- RX-3
- RX-4

Mercedes
- *280 (1995-2000)*
- NOC

Mercury
- Bobcat
- *Capri (all except V8)*
- Cougar (4-cyl & V6 non-S/C)
- LN-7
- Lynx
- *Milan (all)*
- Montego
- *Mystique (all)*
- Sable
- Scorpio
- *Topaz (all)*
- Tracer

MG
- all

MINI
- Clubman (non-S, non-JCW) (2008-14)
- Cooper Hardtop (non-S, non-JCW) (2002-13)
- Cooper Coupe (non-S, non-JCW) (2012-15)
- Cooper Roadster (non-S, non-JCW) (2012-15)

[3] *Fastrack News, March 2015*

HS (continued)

Mitsubishi
- *3000 GT (non-turbo)*
- Cordia
- *Eclipse (all, FWD) (1989-2012)*
- Galant (4-cyl non-turbo)
- Lancer (non-turbo)
- Mirage
- Precis
- Premier
- Starion (non-turbo)
- Tredia

Nissan/Datsun
- *200SX (all)*
- *240SX*
- *300ZX (non-turbo) (1984-89)*
- *Altima (all)*
- *Maxima (all)*
- NX1600
- *NX2000 (1991-93)*
- Pulsar
- *Sentra (all)*
- Stanza
- Versa (2007-15)

Oldsmobile
- *Calais W41*

Opel
- 1100
- 1900
- GT
- Isuzu
- Manta

Peugeot
- *405 (all)*
- *505 (1979-91)*

Pininfarina
- 2000

Plymouth
- *Acclaim (all)*
- Arrow
- Champ
- Colt
- Horizon
- Laser (non-turbo)
- Neon (2000-01)
- Sapporo
- Scamp
- *Sundance (all)*
- TC3
- Turismo

Pontiac
- Fiero (4-cyl)
- *Firebird (4-cyl & 6-cyl)*
- *G5 (all)*
- *G8 (V6) (2008-09)*
- LeMans (FWD) (1988-93)
- Sunfire
- T-1000
- Vibe

Porsche
- 356 (non-Carrera)
- 912
- 924 (Audi engine)

Renault
- NOC

Saab
- *900 (V6) (1994-97)*
- NOC

Saturn
- 8v
- Astra (2008-09)
- DOHC model (NOC)
- Ion (non-turbo)
- *L series (all)*

Scion
- tC (incl. Release Series 5.0 2009) (2005-15)
- xA (2004-06)
- xB (2008-12)

Shelby
- Charger (non-turbo)

Subaru
- Impreza 2.0i
- Impreza (NOC)
- Legacy (NOC)
- SVX
- Sedan Turbo (NOC)
- NOC

Sunbeam
- Alpine

Suzuki
- Esteem GL
- Forenza

HS (CONTINUED)

- Kizashi (2010-13)
- Swift
- SX4 sedan (2007-13)

Toyota
- *Camry (all)*
- Celica (FWD; NOC)
- *Celica (all, non-AWD) (1971-99)*
- Corolla
- Cressida
- Echo
- Matrix
- Paseo
- Prius (all)
- Starlet
- *Supra (non-turbo) (1979-92)*
- Tercel
- Yaris

Triumph
- all except Stag

Volkswagen
- air-cooled engine (all)
- diesel engine (non-turbo) (all)
- Beetle (2.0L)
- Dasher
- Fox
- *Golf, GTI & Jetta (16v non-turbo[1])*
- Golf, GTI & Jetta (8v, all)
- Golf TDI
- Jetta (2.5L) (2005-14)
- Jetta TDI (2005-06, 2009-15)
- New Beetle (NOC)
- *Passat (4-cyl non-turbo & V6)*
- Quantum
- Rabbit & Rabbit GTI (all, NOC)
- Rabbit (2007-09)
- *Scirocco (all)*
- *VR6 (FWD, NOC)*

Volvo
- *C30*
- NOC

Yugo
- all

RWD pickup trucks (NOC)

[1]*Fastrack News, January 2015*

Super Street-R class (SSR)

This *class* combines *high-performance production cars* with the highest performance DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. Tires

   Sections 13.3.A.1 (minimum UTQG treadwear grade), 13.3.A.2 (minimum molded tread depth), *and 13.3.A.5 (tires must be designed for highway use)*[2] *does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.)*

   Section 13.3.C.4 *(the tire exclusion list)* is replaced with the following list which may be altered at any time by the SEB upon notification of the membership.

   Kumho Ecsta W710[3]

2. Wheels (replacing Section 13.4)

   Any type wheel may be used provided it is the same width and diameter as standard and as installed doe not have an offset more than ±¼ from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems Iincluding pressure-relief types), and/or bolt length may be changed. tire pressure monitoring sensors (TPMS) may be removed.

3. Exhaust

   The exit of the exhaust in the original location (Section 13.10.C) is not compulsory.

4. Participation Requirement

   If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated the following year.

Audi
- TT RS (2012-13)

Chevrolet
- Corvette Stingray (C7) (2014)
- Corvette (C6 chassis, non-ZR1) (2005-13)
- Corvette Z06 (C5 chassis) (2001-04)

Dodge
- Viper (non-ACR) (2008-10)
- Viper GTS (1996-2005)
- Viper R/T (1992-2003)
- Viper SRT-10 (2003-07)

Lotus
- Elise (non-SC) (2005-11) (see Appendix F)
- Evora S (2011-14)
- Exige (non-supercharged) (2006)

Mercedes-Benz
- AMG (NOC)

Porsche
- 911 (991, non-GT3) (2012-14)
- 911 (997 chassis)
- 911 GT3 (997 chassis, non-RS)
- 911 GT3 (996 chassis)
- 911 Turbo (930) (1974-89)
- Boxster S (2009-14)
- Boxster Spyder (2011-12)
- Cayman R (2012)
- Cayman S (2009-14)

Tesla Motors
- Roadster (all) (2008-13)

[2] *Fastrack News, February 2015*
[3] *Fastrack News, March 2015*

STREET TOURING® CATEGORY

Street Touring® FWD (STF)

Acura
- RSX
- TSX

Chevrolet
- Cobalt (2.2L, N/A)
- Cruze (2008-15)
- Sonic (non-turbo) (2012-15)
- Volt (2011-15)

Chrysler/Plymouth/Dodge
- Neon (NOC) (2001-04)

Fiat
- 500 (non-turbo) (2012-15)

Ford
- Fiesta (N/A) (2011-15)
- Focus (non-ST)

Honda
- Accord (4-cyl) (1998-2015)
- Civic (non-Si) (2006-15)
- Civic (all) (2001-05)
- CR-Z
- Fit
- *Insight*

Hyundai
- Veloster (non-turbo) (2011-15)

Kia
- Forte
- Forte Koup

Lexus
- *CT200H (2011-15)*

Mazda
- Mazda2
- Mazda3
- Mazda6

MINI
- Cooper (non-S)

Mitsubishi
- Lancer (non-turbo)

Saturn
- Astra

Scion
- iQ CVT
- tC
- xA
- xB

Subaru
- Impreza 2.0i (2012-15)

Toyota
- Corolla (2003-15)
- *Echo (2000-05)*
- Matrix (2003-13)
- Yaris

Volkswagen
- Golf (2.5L)
- Golf & Cabrio (2.0L, 8v) (1998-2006)
- Golf & Jetta TDI (1999-2006)
- Beetle (2.0L, 8v) (1998-2005)
- Beetle (2.5L 5-cyl)
- Jetta (2.0L, 8v) (2000-04)
- Jetta (2.5L 5-cyl)

Street Touring® Sport (STS)

Acura
- Integra (1986-2001)

Audi
- A4 (1.8T)
- TT Coupe & Roadster (FWD)

BMW
- Z3 (4-cyl)

Chevrolet
- Sonic (Turbo) (2012-15)
- *Spark*
- Sprint (1985-88)

Chrysler/Plymouth/Dodge
- Neon (all) (1995-2000)
- Neon R/T & ACR (2001-04)

Fiat
- 500 Abarth
- 500 Turbo (2013-15)

Ford
- Escort GT (1991-96)
- *Fiesta (1.0L Ecoboost)*
- ZX2 & Excort ZX2 (1998-2003)

Honda
- *Accord (1994-97)*[4]
- *Accord (6-cyl) (1998-2013)*[2]
- Civic (1984-2000)
- CRX
- del Sol & Civic del Sol

Hyundai
- Accent (2012-15)
- Tiburon (V6) (2003-08)

Kia
- Rio (2012-15)

Lexus
- SC300

Mazda
- 323, 323 GT, & 323 GTX
- Miata (non-Torsen differential) (1990-97)
- Protégé (NOC) (1999-2003)
- Protégé MP3
- RX-7 (non-turbo, NOC)

Nissan
- 200SX SE-R (1995-98)
- Sentra *(1.6L, 1.8L, 2.0L) (1991-2012)*[3]
- NX2000 (1991-94)

Pontiac
- Fiero (4-cyl)

Porsche
- *914 (4-cyl)*

Saturn
- SL
- SW
- SC

Subaru
- Impreza (1.8L, FWD) (1993-96)
- Impreza 2.5 RS (1998-2001)
- Legacy (1990-94)

Toyota
- Celica (non-turbo) (1986-2005)
- Corolla (1984-91)
- MR2 (non-supercharged) (1985-89)
- MR2 (non-turbo) (1991-95)

Volkswagen
- Beetle (1.8T & TDI)
- Golf (1.8T)
- Golf & Jetta (TDI) (2007-15)
- Jetta (1.8T)
- Passat (1.8T & TDI)
- Rabbit, Golf, GTI, Cabrio (1974-92)

Volvo
- *240 Turbo (1981-85)*
- S40 (non-T5)
- V40

Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; up to 3.1L normally-aspirated)

[2]Fastrack News, February 2015
[3]Fastrack News, March 2015
[4]Fastrack News, April 2015

STREET TOURING® XTREME (STX)

Acura
- Integra Type R

Audi
- A3
- A4
- TT quattro

BMW
- 128i (2008-13)
- 3 Series (E30 chassis, incl. M3)
- 3 Series (E36 chassis, non-M)
- 3 Series (E46 chassis, non-M)
- 3 Series (E9x chassis, non-M, non-turbo) (2006-13)
- M5 (E39) (1998-2003)

Chevrolet & GMC
- Cobalt (2.4L N/A, 2.0L S/C, & 2.0L T)
- *S10 & Sonoma (4-cyl & 6-cyl, N/A)*

Dodge
- *Challenger (V6) (2008-15)*[4]
- *Charger (V6) (2006-15)*[4]
- *Dakota (4-cyl & 6-cyl, N/A)*
- SRT-4 (2003-05)

Eagle
- Talon Turbo (AWD)

Ford
- *Fiesta ST*
- Focus ST
- *Ranger (4-cyl & 6-cyl, N/A)*

Honda
- Civic Si (2006-*15*[4])

Infiniti
- G35 Sedan

Lexus
- IS 250
- IS 300
- IS 350

Mazda
- MazdaSpeed3
- MazdaSpeed6
- MazdaSpeed Protégé
- RX-8

MINI
- Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed)

Mitsubishi
- *Eclipse (V6) (2006-12)*
- Eclipse Turbo (AWD)

Nissan
- *240SX*
- 300ZX (non-turbo) (*1984*-96)
- *Sentra SE-R (2000-12)*[3]
- Sentra SE-R Spec V

Saab
- 9-3 (non-Viggen) (1998-2012)

Scion
- FR-S

Subaru
- BRZ
- Forester XT (2003-08)
- Impreza WRX (non-STI) (2002-08, *2015*)
- Legacy GT (2005-08)

Toyota
- Supra (non-turbo) (1993-98)
- *Tacoma (1995-2015)*[2]

Volkswagen
- Beetle (2.0T)
- Corrado (all)
- Golf (2.0T)
- Golf R (2.0T)
- GTI (2.0T)
- Jetta (2.0T)
- Passat (2.0T, *VR6, & W8*)
- R32

Volvo
- *240 Turbo (1981-85)*
- C30

Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; 3.1L to 5.1L normally aspirated or up to 2.0L forced induction)

[2]*Fastrack News, February 2015*
[3]*Fastrack News, March 2015*
[4]*Fastrack News, April 2015*

STREET TOURING® ULTRA (STU)

Audi
- S4
- *S5*
- TTS quattro (2008-15)

BMW
- 135i
- 3 Series (E9x chassis, NOC incl. M3) (2006-13)
- M3 (E36, non-LTW) (1995-99)
- M3 (E46) (2000-05)

Chevrolet
- Camaro (N/A)
- Corvette (C5, non-Z06) (1997-2004)

Dodge
- *Challenger (V8, N/A) (2008-15)[4]*
- *Charger (V8, N/A) (2006-15)[4]*

Ford
- Mustang (N/A)
- *Mustang EcoBoost (2015)[4]*

Hyundai
- Genesis (2.0L Turbo 4-cyl) (2010-13)
- Genesis (V6)

Infiniti
- G35 Coupe
- G37

Lexus
- IS F

Mercedes-Benz
- CLK430 (1999-2003)
- CLK55 (2001-06)

Mitsubishi
- Lancer Evolution
- Lancer Ralliart (2008-10)

Nissan
- *300ZX (1984-89)[4]*
- 350Z (non-NISMO)

Pontiac
- GTO
- Firebird (N/A)

Subaru
- Impreza WRX STI
- Impreza WRX (2009-~~15~~*14*[3])

Volvo
- S60R

Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; over 5.1L normally aspirated or 2.0L to 3.1L forced induction)

STREET TOURING® ROADSTER (STR)

BMW
- M Roadster & M Coupe (1998-2002)
- Z3 (6-cyl)
- Z4 (non-turbo, non-M)

Datsun
- 240Z
- 260Z
- 280Z
- 280ZX (non-turbo)

Honda
- S2000

Mazda
- Miata (non-turbo) (1994-2005)
- MX-5 Miata (2006-15)
- RX-7 GSL
- RX-7 GSL-SE
- RX-7 GXL
- RX-7 GTU (1988)

Nissan
- 370Z (non-NISMO) (2009-15)

Pontiac
- Fiero (V6)
- Solstice (non-turbo)

Porsche
- 911 Carrera (3.2L) (1984-89)
- 911 SC (3.0L) (1978-83)
- 924
- 944 (non-turbo)
- 968

Toyota
- MR2 Spyder
- *MR2 Supercharged (1988-89)*

Saturn
- Sky (non-turbo)

[2]Fastrack News, February 2015
[3]Fastrack News, March 2015
[4]Fastrack News, April 2015

STREET PREPARED CATEGORY

Super Street Prepared (SSP)

Chevrolet
- Corvette (C5 chassis) (1997-2004)
- Corvette (C6 chassis) (2005-13)

Dodge
- Viper

Elva
- Courier

Ferrari
- 355
- 360
- Dino 206 & 246 (all)
- F430 (all)

Ford
- GT

Griffith
- (all)

Lamborghini
- Gallardo (all) (2003-11)

Lotus
- 7 & 7A
- Elan (RWD)
- Elan M100 (FWD, all)
- Europa (all)
- Elise, Exige, & Exige S (2005-11)
- Elite 2+2 & Elcat
- Esprit (4-cyl, all)
- Esprit (V8)
- Evora & *Evora S* (2010-14)

Morgan
- V8 (all)

Nissan
- GT-R (R35)

Porsche
- 911 Turbo *& Turbo S* (AWD) (2001-13)
- 911 GT2 (996 & 997 chassis, all)
- 911 GT3 (996 & 997 chassis, all)

Tesla
- Roadster (2008-12)

TVR
- 4-cyl & 6-cyl (all)
- V8 (all)

Sports car over 2.0L not otherwise classified.

(See Section 15.1.C for update/back-date limitations.)

A STREET PREPARED (ASP)

Acura
- NSX (1990-2005)

Audi
- *A4 (2008-15)*
- S4 (2000-03)

BMW
- 128, 135, 1 Series M (2008-13)
- 328, 335 (2006-13)
- M3 (2007-13)
- Z4 sDrive35i, sDrive35is (2012-13)
- Z8

Bricklin

Chevrolet
- Camaro ZL1 (2012-13)

DeLorean

DeTomaso
- Mangusta (all)
- Pantera (all)

Dodge
- Stealth Turbo

Ferrari
- 250 (non-LM)
- 275
- 308 Coupe, Spider
- 330
- 365 Daytona GTB, GTC
- 348

Ford
- *Mustang Shelby GT500 (2011-13)[2]*

Jaguar
- E-type (all)

Mazda
- RX-7 (1993-95)

Mercedes-Benz
- CLK 320, CLK 32 AMG
- SLK55 AMG (R171 chassis) (2004-11)

Mitsubishi
- Lancer Evolution (VIII, IX) (2003-07)
- Lancer Evolution (X), Ralliart (2008-13)
- 3000GT Turbo

Mitsubishi & Eagle
- *Eclipse Turbo & Talon Turbo (1989-99)*

Nissan
- 370Z (all) (2009-13)

Plymouth
- *Laser RS Turbo AWD (1992-94)[2]*

Pontiac, Saturn
- Solstice GXP, Sky Redline

Porsche
- 911 Turbo (1976-89)
- 911 Turbo (964 chassis) (1990-94)
- 911 Turbo (993) (1996-97)
- 911 (996, 997 chassis) (1999-2012)
- Boxster, Cayman (all)

Shelby
- Cobra 289

Subaru
- *Impreza WRX (all incl. STI) (2002[4]-14), Legacy (Turbo) (2004-14), & Forester XT (2004-14)*

Sunbeam
- Tiger (260, 289)

Toyota
- MR2 (all incl. Turbo) (1991-95)
- Supra Turbo (1993½-98)

[2]Fastrack News, February 2015
[4]Fastrack News, April 2015

B Street Prepared (BSP)

Audi
- TT (1.8T, FWD & quattro)
- TT (3.2L, quattro)
- TTS (2009-13)
- Quattro Turbo Coupe

BMW
- M Coupe, M Roadster, & Z3 (6-cyl, all)
- M3 (E36 chassis, all)
- M3 (E46 chassis)
- Z4 (non-turbo, all incl. M)

Chevrolet
- Corvette (1953-54)
- Corvette (1955-57)
- Corvette (1958-62)
- Corvette (1963-67)
- Corvette (1968-82)
- Corvette (1984-96) (all)

Chrysler
- Crossfire SRT6

Honda
- S2000

Mazda
- MazdaSpeed Miata
- RX-7 Turbo (1986-92)

Nissan & Datsun
- 240Z, 260Z, & 280Z
- 280ZX & 280ZX Turbo
- 300ZX Turbo (1984-89)
- 300ZX Turbo (1990-96)
- 350Z (all)

Pontiac
- Fiero (V6)
- Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)
- Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)

Porsche
- 911 (non-turbo) (1965-89)
- 911 (964 & 993)
- 911 (non-turbo, NOC)
- 914/6 (all)
- 924 (all incl. Turbo)
- 944 (all incl. Turbo)
- 928
- 968

Saleen
- Mustang S281E & Mustang (NOC)

Triumph
- TR-8

Volkswagen
- Golf R (2012-13)

C Street Prepared (CSP)

BMW
- Z3 (4-cyl)
- M3 (E30 chassis)

Datsun
- Roadster (1500, 1600, & 2000)

Fiat
- Abarth (all)
- 124 Spider (1975-78) & 2000 Spider (non-turbo)
- 2000 Spider Turbo

Honda
- Civic & CRX (1988-91)

Jensen-Healey

Lancia
- Scorpion

Lotus
- Cortina
- Elite (1216cc)

Mazda
- MX-5 Miata (1990-2005)
- MX-5 (2006-13)
- RX-2 & 616
- RX-3, RX-3SP, & 808 Mizer
- RX-7 (non-turbo) (1978-85)
- RX-7 (non-turbo) (1986-92)

Mercedes-Benz
- 190E (16v)

Morgan
- 4/4

Pininfarina
- 2000

Pontiac & Saturn
- Solstice & Sky

Porsche
- 356 & 1600
- 924S & 944 (8v)
- Carrera (4-cyl)

Scion & Subaru
- FR-S & BRZ (2013-14)

Toyota
- MR-2 & MR-2 Supercharged (1st gen) (1985-89)
- MR2 Spyder (2000-05)

Sedans over 1.7L & under 3.0L not otherwise classified.

Sports cars under 2.0L not otherwise classified.

(See Section 15.1.C for update/backdate limitations.)

D Street Prepared (DSP)

Acura
- Integra (1990-93)
- Integra (incl. Type R) (1994-01)
- RSX (all)
- TSX

Alfa Romeo
- GTV V6 (all)
- Milano

Audi
- A3 (2005-13)
- A4 (1.8T, FWD & quattro) (1995-01)
- A4 (1.8T, FWD & quattro) (2002-05)
- Coupe GT & Quattro (1980-88)

BMW
- 318 (16v) & 325 (E30 chassis)
- 318 (E36 chassis)
- 323, 325, & 328 (E36 chassis)
- 323, 325, 328 & 330 (E46 chassis, non-M3)
- 3 Series (16v, NOC)
- Bavaria

Chevrolet, Pontiac, Buick, Oldsmobile, & Geo
- Cobalt SS (N/A) (2005-07)
- Cobalt SS Supercharged (2005-07)
- Cobalt SS Turbo (2008-10)
- HHR SS Turbo
- J Body (4-cyl Turbo, Quad 4 DOHC, & V6)
- L Body (Quad 4 & V6)
- N Body (4-cyl Turbo, Quad 4, & V6)
- Spectrum Turbo (1985-89)
- Storm GSi (1985-89)
- X Body (V6)

Chrysler, Plymouth, & Dodge
- Acclaim (V6 & Turbo)
- Charger GLH-S
- Conquest & Starion (non-turbo)
- Crossfire (non-SRT-6)
- Daytona Turbo
- Daytona (V6)
- GLH-S & GLH Turbo
- Laser Turbo (NOC) & K-car Turbo
- Shadow (4-cyl Turbo & V6)
- Shelby Charger Turbo
- Spirit (4-cyl Turbo & V6)
- SRT-4
- Sundance Turbo

Dodge & Mitsubishi
- Colt Turbo & Mirage Turbo (1984-88)
- Colt Turbo & Mirage Turbo (1989-92)

Eagle
- Summit Turbo (16v) (1989-90)

Fiat
- 500 Abarth (2012-13)

Ford & Mercury
- Capri (4-cyl & 6-cyl) (1971-77)
- Capri (1991-95)
- Contour SVT
- Cougar (1999-2002)
- *Focus ST (2013-15)*[4]
- Fusion & Milan (6-cyl) (2006-13)
- Probe (Turbo & V6)

Honda
- Civic Si (1999-2000)
- Civic Si (2002-05)
- Civic Si (2006-12)
- Del Sol (DOHC)
- Prelude 4WS
- Prelude (1992-2001) (NOC)

Hyundai
- Tiburon

Isuzu
- I-Mark LS (16v & Turbo, FWD) (1985-89)
- I-Mark RS (16v & Turbo, FWD)
- Impulse RS Turbo (AWD) (1990-93)
- Impulse Turbo & RS (RWD) (1983-89)
- Impulse XS (16v non-turbo) (1990-93)
- Impulse (16v & Turbo)
- Stylus XS & RS (16v) (1990-93)

Kia
- Forte Koup (2010-12)

Lexus
- IS 300

[4] *Fastrack News, April 2015*

DSP (CONTINUED)

Maserati
- BiTurbo

Mazda
- 323 GT & GTX (AWD)
- Mazda6 (6-cyl)
- MazdaSpeed3
- MazdaSpeed Protege
- MX-6 (Turbo & V6)
- RX-8
- Spec Miata (See 15.0 for preparation allowance requirements)

Mercedes
- 190 (all) (1984-93)
- C230

Merkur
- XR4Ti

MINI
- Cooper S (all including JCW & ~~2006~~[4] JCW GP except Countryman)

Mitsubishi
- Cordia Turbo
- Eclipse (2000-12)
- Galant (all)
- Tredia Turbo

Nissan & Datsun
- 200SX Turbo
- 200SX (V6)
- 240SX
- Altima (2007-13)
- Maxima
- Pulsar (16v)
- Pulsar NX Turbo
- Sentra (2.0L) (2000-01)
- Sentra (B15 chassis) (2002-06)
- Sentra (B16 chassis) (2007-12)

Peugeot
- 505 (all) (1979-91)

Pontiac & Toyota
- Corolla XRS (2005-06), Matrix XRS (2003-06), & Vibe GT (2003-06)
- Matrix & Vibe (AWD) (2003-08)

Porsche
- 914 (4-cyl)

Renault
- Fuego Turbo
- R5 Turbo

Saab
- 99, 99 EMS, & 99 Turbo
- 900 & 900 Turbo (1979-93)
- 900 & 900 Turbo (1994-98)

Saturn
- Ion (all) & NOC

Subaru
- Impreza (all) (1993-2001)
- Impreza (2.5L) (NOC)
- Legacy & Outback (6-cyl, all) (1998-2004)
- Legacy & Outback (6-cyl, all) (2005-13)

Toyota
- Camry V6
- Celica (2000-05)
- Celica All-Trac (all)
- Corolla FX16
- Supra (1979-81)
- Supra (1982-86)

Volkswagen
- Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)
- Golf, GTI, GLI, & Jetta (2.0T) (2006-13)
- New Beetle Turbo
- Passat VR6
- R32

Volvo
- 240 Series Turbo (all)
- C30 (2006-09)
- S40 (1995-2004)
- S40 (2005-11)

6-cyl (n/a) & 4-cyl (mechanically forced-induction) 2WD sedans under 3.0L not otherwise classified.

(See Section 15.1.C for update/backdate limitations.)

[4] *Fastrack News, April 2015*

E Street Prepared (ESP)

AMC
- AMX & Javelin (all)

Audi
- 5000 Turbo, 5000 Turbo quattro, 200, & 200 quattro
- A8 & A8 quattro
- RS4 (2007-08)
- V8 quattro

BMW
- 2500 & 2800 (all)
- 3.0S & CS (all)
- 528, 530, & 533 (non-turbo)
- 633i & 733i (all)

Chevrolet, Pontiac, Buick, & Oldsmobile
- Camaro & Firebird (1967-70)
- Camaro & Firebird (1970½-81)
- Camaro, Firebird, & Firehawk (1982-92) (3rd gen)
- Camaro, Firebird, SS, Firehawk, & WS6 (1993-2002) (4th gen)
- Camaro (non-ZL1) (2010-13)
- Chevelle (1964-67)
- Chevelle (1968-72)
- Corvair Yenko Stage I, II, & III (all)
- Lumina
- Monza (V8) & Skyhawk (V6)
- Reatta
- Regal(1980-88) (V6 & V8, RWD)
- Starfire & Sunbird (V6, all)
- Trans Am Turbo (1982-92)

Chrysler, Plymouth, & Dodge
- Barracuda (1965-69) & Dart, Duster, & Valiant (1963-76) (A-body)
- Barracuda & Challenger (E-body) (1970 -74)
- Challenger (2008-13)
- Challenger (6-cyl & V8, NOC)
- Charger (2006-13)
- Conquest Turbo
- Laser (Turbo, all) (1989-99)
- Stealth (non-turbo)
- Dakota (1997-04)

Ferrari
- 400 America (all)
- 500 Superfast (all)

Ford & Mercury
- Cougar (1965-70)
- Cougar (1971-74)
- Mustang (1964½ -66)
- Mustang & Cougar (1967-68)
- Mustang & Cougar (1969-70)
- Mustang & Cougar (1971-73)
- Mustang II (all) (1974-78)
- Mustang, SVO, Cobra, Cobra R (1979-93) & Capri (1979-86) (4-cyl Turbo, V6, & V8)
- Mustang (SN95 chassis, NOC including Cobra & Cobra R) (1994-2004)
- Mustang (S197 chassis incl. Boss 302 & Leguna Seca) (2005-13)
- *Mustang (non-GT350) (2015)*[2]
- Taurus SHO
- Thunderbird & Cougar (1983-88)
- Thunderbird & Cougar (1989-97)

Hyundai
- Genesis (2009-12)

Infiniti
- G35
- G37
- M30
- Q45

Jaguar
- Sedans (6-cyl & 12-cyl)
- XJS (all)
- XK 120, 140, 150, & 160

Lexus
- ES 250
- GS 400, LS 400, & SC 400

Mazda
- 929
- MazdaSpeed6

Mercedes
- 230SL, 250SL, & 280SL (all)
- 350SL, 380SL, & 450SL (all)
- 220, 230, 250, & 280 Sedans (all)
- 280 (4.5L, all) & 300 (6.3, all) Sedans

Mitsubishi
- 3000 GT (non-turbo)
- Starion Turbo

[2] *Fastrack News, February 2015*

ESP (continued)

Nissan
- 300ZX (non-turbo) (1984-89)
- 300ZX (non-turbo) (1990-96)

Peugeot
- 405

Saab
- SPG (16v & Turbo)

Saleen
- Mustang 302 & 351 (non-supercharged) (1984-93)

Shelby
- GT350 (1965-66)
- GT350 & GT500 (1967-70)

Subaru
- Forester 2.5XT
- Legacy 2.5GT (2005-12)

Toyota
- Supra (all) (1986½-92)
- Supra (non-turbo) (1993-96)

Volvo
- 700 Series (all)
- 800 Series (all)
- S60 & V70

Volkswagen
- Passat W8 4Motion

American 6-cyl & V8 sedans & pick-ups not otherwise classified.

Other sedans over 3.0L not otherwise classified.

(See Section 15.1.C for update/backdate limitations.)

F Street Prepared (FSP)

Acura
- Integra (1986-89)
- Legend

Alfa Romeo
- 1300 (all)
- 1600 (all)
- 1750 (all)
- 2000 (all)
- Alfetta GT

AMC
- (4-cyl, all)

Audi
- 80 (all)
- 90 (all)
- 100LS (all)
- 4000 (all)
- 5000

Austin
- America (all)
- Mini & Mini Cooper (850, 970, 997, 998, 1071, & 1275, all)

Austin-Healey
- Sprite (all)
- 100-4, 100-6, & 3000

BMW
- 1600
- 1800ti & 1800 TiSA
- 1600-2, 1602, & 2002 (+ tii)
- 318i (8v, E30 chassis)
- 318i & 318is (E36 chassis)
- 318ti (E36 chassis)
- 320i

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki
- Beretta (4-cyl)
- Camaro (4-cyl) (1982-86)
- Chevette & T1000
- Citation & Omega
- Corvair (non-Yenko)
- Fiero (4-cyl)
- Firebird (4-cyl) (1982-86)
- Metro & Swift (1985-88)
- Metro & Swift (1989-93)
- Monza (NOC), Starfire, Omega, Astre, & Skyhawk (RWD)
- Phoenix & Skylark
- Prism
- S-10 (1994-2004)

FSP (continued)

- Spectrum (1.5L non-turbo) (1985-89)
- Spectrum (NOC)
- Sprint & Sprint Turbo
- Storm (all)
- Sunbird (4-cyl)
- Vega & Cosworth Vega

Chrysler, Plymouth, & Dodge
- Acclaim (4-cyl non-turbo)
- Arrow 1600, 2000, & 2600
- Champ (non-turbo, all)
- Colt (non-turbo, FWD)
- Colt (8v non-turbo)
- Colt (1600 & 2000, RWD)
- Daytona (non-turbo)
- Horizon, TC3, & Turismo (1.7L, 1.8L, & 2.2L)
- Laser (non-turbo) (1989-99)
- Neon (all) (1994-05)
- Omni, 024, & Charger
- Rampage (2.2L)
- Sapporo (1600, 2000, & 2600)
- Shelby (2.2L non-turbo) (1983-84)
- Spirit (4-cyl non-turbo)

Dodge, Mitsubishi, & Eagle
- Colt & Mirage (non-turbo) (1984-88)
- Colt, Mirage, & Summit (non-turbo) (1989-92)
- Colt, Mirage, & Summit (non-turbo) (1993-96)

Eagle
- Talon (non-turbo) (1989-99)

Fiat & Bertone
- 124 (1966-74)
- 128
- 131 & Brava
- 850 Sedan
- 850 Coupe & Spider
- Strada
- X1/9 (all)

Ford & Mercury
- Capri II (1976-77)
- Cortina
- Escort, EXP, Lynx, & LN7 (1981-90)
- Escort, Escort GT, & Tracer (1991-96)
- Escort, ZX2, & Tracer (1997-2002)
- Festiva
- Fiesta (1976-80)
- Focus (all) (1999-2007)
- Fusion & Milan (4-cyl)
- Mustang II (4-cyl) (1974-78)
- Mustang & Capri (4-cyl non-turbo)
- Pinto & Bobcat (1600, 2000, & 2300)
- Pinto Wagon (2000, 2300, & 2600)
- Probe (4-cyl non-turbo)

Honda
- Accord (1976-81)
- Accord (1982-12)
- Civic (1973-79)
- Civic (1980-83)
- Civic & CRX (all) (1984-87)
- Civic (1992-95) & Del Sol (1992-96) (SOHC)
- Civic (non-Si) (1996-2000)
- Civic (non-Si) (2001-05)
- Civic (non-Si) (2006-12)
- Prelude (1979-82)
- Prelude (1983-87)
- Prelude (1988-91)

Hyundai
- Elantra
- Excel
- Scoupe
- NOC (all)

Infiniti
- G20

Isuzu
- I-Mark (1.5L non-turbo)
- FWD models (1985-89)
- I-Mark RS (16v) (1985-89)
- I-Mark (RWD) (1980-85)
- Impulse (non-turbo) (1983-89)
- Stylus S (12v) (1990-93)

Kia
- Spectra (1.8L 4-cyl)

Lancia
- Beta & Zagato (1975-83)

FSP (CONTINUED)

Mazda
- *Mazda2*
- Mazda3
- 323 (non-turbo) (1986-89)
- 323, MX-3 (4-cyl), & Protégé (1990-94)
- 626 (FWD, all)
- 626 (RWD, all)
- Cosmo (all)
- GLC (FWD, all)
- GLC (RWD, all)
- MX-6 (4-cyl non-turbo)
- Protégé (1995-98)
- Protégé (1999-2003)
- R-100
- RX-4

MG
- 1100, 1300 Sedan (all)
- A (all)
- B & B GT (all)
- C & C GT (all)
- Midget (948, 1098, 1275, & 1500, all)

MINI
- Cooper (non-S) (2002-13)

Mitsubishi
- Cordia (non-turbo)
- Eclipse (1989-99) (non-turbo)
- Lancer (non-turbo)
- Mirage (1997-2002) (non-turbo)
- Tredia (non-turbo)

Morgan
- *+4 (2138 cc, all)*

Nissan & Datsun
- 1200
- 200SX (1976-79)
- 200SX (1980-83)
- 200SX (1984-88)
- 200SX SE-R
- 210
- 310
- 510 (1968-73)
- 510 (1978-81)
- 610
- 710
- B210
- F-10
- NX1600
- NX2000, Pulsar, Sentra, & Sentra SE-R (1991-94)
- Pulsar & Pulsar NX (non-turbo, all)
- *Sentra (1.8L) (2000-06)*
- Sentra (2.0L) (1995-99)
- Stanza (all)

Opel
- 1900 & Manta
- GT 1100
- GT 1500 & 1900
- Kadett 1100
- Kadett 1500 & 1900

Pontiac & Toyota
- Corolla, Matrix, & Vibe (2003-08) (NOC)

Peugeot
- 405 DL & 405 S

Porsche
- 912
- 912E
- 924 (Audi engine)

Renault
- 15 & 17 (all)
- 16 (all)
- 17 Gordini
- 18i (all)
- Alliance, GTA & Encore
- Fuego (non-turbo)
- R-5 (NOC) & LeCar

Saab
- Sonnet (1968-74)

Saturn
- SL (1991-95), SW (1993-95), & SC (1991-96)
- SL (1996-99), SW (1996-99), & SC (1997-2000)
- SL (2000-02), SW (2000-02), & SC (2001-02)

Scion
- tC

Sunbeam
- Alpine (all)

Subaru
- Turbo 4WD (all, NOC)
- Forester (non-turbo)
- Impreza 2.0i (2012-13)

FSP (continued)

Legacy & Legacy GT
Suzuki
Aerio
Toyota
Camry (4-cyl)
Celica (1970-77)
Celica (1978-81)
Celica (1982-85)
Celica (FWD) (1986-89)
Celica (FWD) (1990-93)
Celica (1994-99)
Corolla 1200
Corolla (1600 & SR-5) (1970-79)
Corolla (1600 & 1800, RWD) (1980-83)
Corolla (AE86 chassis, all) (1984-87)
Corolla FX16
Corolla GTS (AE92 chassis, FWD) (1990-91)
Starlet
Tercel
Triumph
GT-6
Herald (all)
Spitfire
TR-2 & TR-3
TR-4 & TR-4A
TR-250 & TR-6
TR-7
Volkswagen
Beetle (RWD)
Cabriolet (1985-92)
Corrado (all)
Dasher & Quantum (4-cyl, all)
Fox GL
Golf & Jetta (all, A2 chassis) (1985-93)
Golf, Jetta, & Cabrio (8v, A3 chassis) (1993-98)
Golf & Jetta (VR6, A3 chassis)
Golf & Jetta (VR6, NOC, A4 chassis)
Golf, Jetta, & Beetle TDI
Karmann Ghia
Passat (all, NOC)
Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (all, A1 chassis) (1975-92)
Rabbit (2.5L 5-cyl, A5 chassis) (2006-09)
Volvo
120 Series (all)
140 Series (all)
160 Series (all)
1800, P1800, & ES1800 (all)
240 Series (non-turbo, all)
260 Series (all)
700 Series (all)
Yugo
(all)

Sedans under 1.7L not otherwise classified.

4-cyl & rotary RWD mini-pickups.

(See Section 15.1.C for update/backdate limitations.)

SPORTS CAR CLUB
OF AMERICA
®

STREET MODIFIED CATEGORY

Engine Classifications

1. 4-stroke cycle and 2-stroke cycle naturally aspirated internal combustion engines will be classified on the basis of actual piston displacement.
2. Supercharged or turbocharged SM and SSM engines will be classified on a basis of adding 1.4L to the actual displacement. Forced induction SMF engines will add 1.0L to the actual displacement.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to 0.9 liters times the number of rotors, plus the volume determined by the difference between the maximum and minimum capacity of the working chamber times the number of rotors.
4. Electric Motors: Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight (2900 lbs for SSM, 3100 lbs for SM/SMF). Category weight adjustments (e.g., tire size) are allowed.

Weight Adjustments

Cars running tires with a rated width of 275 mm or less on all four wheels may compete at a minimum weight 200 lbs. less than their calculated weight.

Street Modified Class (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts), *all FWD (front-wheel-drive) cars, and pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation)*.

Excluded Vehicles:

Porsche (all)
Lotus (all)
Nissan/Datsun Z-car 2+2 (pre-1990)
MGB GT
Triumph (all)

Minimum Weight Calculations (without driver):

FWD: 1550 lbs. + 125 lbs. per liter
RWD: 1800 lbs. + 200 lbs. per liter
AWD: 1800 lbs. + 300 lbs. per liter

(cont.)

Supercharged or Turbocharged SM engines: Add 1.4L to the actual displacement.

Rear wheel weight greater than 51%: +25 lbs. per liter

Solid axle RWD: -25 lbs. per liter

Tire width 275 mm or less (all): -200 lbs.

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

Super Street Modified Class (SSM)

Eligible Vehicles:

All two-seat cars not excluded below.
All SM eligible sedans/coupes excluded from SM.
All SM eligible vehicles.

Excluded Vehicles:

Lotus (all except Elise, Exige, & Esprit)
Vehicles not meeting minimum weights

Minimum Weight Calculations (without driver):

FWD: 1350 lbs. + 125 lbs. per liter
RWD: 1600 lbs. + 200 lbs. per liter
AWD: 1600 lbs. + 300 lbs. per liter
Supercharged or Turbocharged SSM engines: Add 1.4L to the actual displacement.

Rear wheel weight greater than 51%: +25 lbs. per liter

Tire width 275 mm or less (all): -200 lbs.
Regardless of the weight formulas above, no car will be required to weigh more than 2900 lbs.

Street Modified Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

1750 lbs. + 125 lbs. per liter

Supercharged or Turbocharged SMF engines: Add 1.0L to the actual displacement.

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

(Cars running in SMF using tires with a nominal width of 275 mm or less will NOT receive the weight adjustment as stated in the SM class.)

PREPARED CATEGORY

X Prepared (XP)

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class, specifically listed in CP, DP, EP, or FP that is not required to run at Section 17.11.A specified weights or listed at the end, is eligible for XP. Section 17.11.A does not apply. "In-excess" cars per Section 17.11.A are not eligible for XP.

1. Bodywork and Structure

   a. Chassis components attached by removable fasteners (e.g., bolt-on subframes) may be modified or replaced without penalty.

   b. Front hoods, engine covers, trunk lids, hatches, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware, including latches and hinges, may be modified, removed, or replaced. Fenders may be flared as per Section 17.2. Unibody fender may be replaced as described in Section 17.2.S. Non-metallic fender liners may be modified, replaced, or removed. Body panels may be attached with removable fasteners (e.g., Dzus®).

   c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m^2) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position.

   Wings, and any component thereof, may not extend beyond the vehicle width as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24 cm) forward of the rear axle, more than 0" (0.0 mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24 cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose.

   Wing endplate surface area is limited to 200 sq. in. (1290.3 cm^2) each and the number of endplates is limited to a maximum of 2. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the wing's point of attachment to the body of the vehicle. In the event that a convertible/roadster with no roof or a targa-top with no rear window retains the OE windshield frame with a windshield of any material that meets Section 17.2.K.1, the top of the windshield frame shall be considered the top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.

   Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the

canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq. ft. (1114.8 cm^2).Canard endplate surface area is limited to 100 sq. in. (645.2 cm^2) each and the number of endplates is limited to a maximum of 2.

Front splitters are allowed and shall be installed parallel to the ground (within ±3° fore and aft) and may extend a maximum of 6" (15.24 cm) forward of the frond bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

d. Steering wheel, pedals, and driver's seat must be completely to the left or right of vehicle centerline.

e. Exhaust may exit through the bodywork. Rocker panels may be modified for exhaust routing.

f. The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.

g. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.

h. Non-OE replacement bodies are allowable for the Factory Five Roadster/Challenge Car and Superformance MKIII. Replacement bodies must not confuse the identity of the vehicle.

i. Minimum track width is 55" (139.7 cm).

2. Wheels

Any size wheel may be used. Wheel size does not affect minimum weight.

3. Shock Absorbers and Springs

a. Section 17.5.B, which restricts the type of shocks authorized by 17.5.C.3, does not apply.

b. Active/reactive suspension systems incur a minimum weight adjustment, including standard parts.

4. Brakes

Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.

5. Suspension Control

Any front and rear suspension system type (MacPherson/Chapman strut, double A-arm, live axle, etc.) may be used.

6. Electrical System

Any ignition system is permitted. The number of spark plugs may be changed.

7. Engine and Drivetrain

a. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.

b. Drivetrain and related systems (e.g., induction, ignition, fuel, electrical, cooling, oiling) and components (e.g., mounts, clutch, flywheel) are unrestricted except as noted.

c. The engine orientation (transverse stays transverse and longitudinal stays longitudinal) *and the engine bay location* must not be changed *(front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine)*.

d. Any traction or stability control systems are permitted, but incur a minimum weight adjustment, including standard parts.

e. Air may be ducted to the induction system. Openings in the bodywork to allow air to be ducted are allowed provided they serve no other purpose.

8. Other

Vehicles exceeding these rules and prepared to the Club Racing GCR (GTCS or PCS) are not eligible for this class.

9. Minimum Weights

a. Engine Classifications

1. 4-stroke cycle and 2-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Turbocharged or supercharged versions of all engines will be classified on a basis of 1.4 times the actual displacement.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car w/ 1796 cc Turbo engine behind the driver is 1200 + [(1.796 x 1.4) x (200 + 20)] = 1753 lbs.

Engine displacement less than 4.0L

FWD	1200 lbs. + 150 lbs. per liter
RWD	1200 lbs. + 200 lbs. per liter
AWD	1200 lbs. + 250 lbs. per liter

Engine displacement of 4.0L or greater

FWD	1200 lbs. + 130 lbs. per liter
RWD	1200 lbs. + 180 lbs. per liter
AWD	1200 lbs. + 250 lbs. per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments	Pounds
Cars with ABS	+ 50
Cars with traction/stability control	+ 50
Cars with active/reactive suspension	+ 100
Cars with engine behind driver	+ 20 per liter

c. Regardless of the Minimum Weight Calculations above (b), no car with a supercharged or turbocharged engine shall weigh less than the following minimum weights (lbs.):

FWD..... 1575
RWD..... 1700
AWD..... 1825

Factory Five

All with a minimum engine size of 4.5 L normally aspirated or the equivalent forced induction engine size and weight.

Roadster & Challenge Car
Type 65 Coupe

Mosler

All with a minimum engine size of 6.0 L normally aspirated or the equivalent forced induction engine size and weight.

MT900S
MT900R XP

Noble

All with minimum engine size 2.9 L with forced induction or 4.1 L normally aspirated.

M12
M12GTO
M400

Rossion

With minimum engine size 2.9 L with forced induction or 4.1 L normally aspirated.

Q1

Shelby

Cobra (1963-67)

Superformance

All with a minimum engine size of 4.5 L normally aspirated or the equivalent forced induction engine size and weight.

MKIII
GT40 MKII
Shelby Cobra Daytona Coupe

TVR

Griffith Series 200 & Series 400

C Prepared (CP)

Unless otherwise listed, the minimum weights will be determined from the following tables according to engine type and displacement.

Minimum weight is based on actual engine displacement. The block may be bored and/or sleeved to achieve allowed displacement.
Engine Coolant flow direction is unrestricted.

US-produced 4-cyl, 6-cyl, and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain standard.

Naturally aspirated cars using *US-market 6-cyl and 8-cyl engines manufactured by a particular corporation may use any naturally aspirated 6-cyl or 8-cyl engine offered in a US-market vehicle by that corporation's brands as listed below:*

Ford: Ford, Mercury, and Lincoln
General Motors: Chevrolet, Pontiac, Oldsmobile, GMC, and Buick
Chrysler: Chrylser, Dodge, and Plymouth

Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is ±½" (±12.7 mm). Alternate material (e.g., aluminum) engine blocks may be used on US-produced 8-cyl engines. Any altenate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered.

Engine displacement changes are allowed.

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be of of the same configuration (number of valves per cylinder and valve actuation method - OHV or OHC) as the original and shall be direct replacement type.

The floor in the driver/passenger compartment may be replaced but must maintain the basic shape and position of the original floor (i.e., flat and horizontal, relative to the car and rocker panels). It may not be curved, angled, recessed, or channeled between the rockers and may be made of steel and/or aluminum only. Replacement floors may be modified per Section 17.2.E.

The firewall between the engine compartment and driver/passenger compartment may be replaced but must be in approximately the same location as the original and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and/or aluminum only and may be modified per Section 17.2.F.

An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" (50.8 mm) bulge, then an

addition of 2" (50.8 mm) is allowed, if the base model has a 3" (76.2 mm) bulge, then 1" (25.4 mm) is allowed, etc. There is no allowance for non-standard heat extraction vents.

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal.

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight (lbs.):

V8 engines greater than 5100 cc 3000
V8 engines equal to or less than 5100 cc 2700
6-cyl engines, maximum 4500 cc 2450
Turbocharged 6-cyl engines, maximum 4500 cc 2550
Turbocharged 4-cyl engines 2450

Maximum weight on the rear of the car shall be 51% of the total weight of the car. EXCEPTIONS: Corvair, Yenko Stinger.

~~Wheel size allowances are as per 17.4~~

Wheels may be replaced with a wheel having any diameter and any width without weight adjustments.[4]

AMC
- AMX (1968-70)
- Gremlin (8-cyl) (1970-78)
- Javelin (1968-74)
- Spirit (8-cyl) (1979-83)

Chevrolet
- Camaro (1967-69)
- Camaro (1970-81)
- Camaro (1982-92)
- Camaro (1993-02)
- Corvair & Corvair Turbo (1960-64)..... weight (lbs.): 1850
- Corvair & Corvair Turbo (1965-69)..... weight (lbs.): 1850
- Monza (1975-80)

Chrysler, Dodge & Plymouth
- 300 (all) (2006-14)
- A-body – Valiant, Dart, Duster, Demon, etc., (1963-67), & Barracuda (1965-69)
- Dakota 2WD (1987-96)
- Dakota 2WD (1997-2004)
- Challenger (2008-14)
- Charger (2006-14)
- E-body – Barracuda & Challenger (1970-74)

[4] *Fastrack News, April 2015*

Ford & Mercury
- Maverick & Comet (6-cyl & 8cyl) (1970-77)
- Mustang (6-cyl & 8-cyl) (1964-69)
- Mustang (6-cyl & 8-cyl) (1969-73)
- Mustang II (6-cyl & 8-cyl) (1974-78)
- Mustang (6-cyl & 8-cyl) (1979-93)
- Mustang Turbo & SVO (4-cyl) (1979-93)
- Mustang (w/o IRS) (1994-04)
  - Air may be ducted to the intake airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield.
- Mustang (S197 chassis, non-supercharged) (2005-14)
- Thunderbird (V6 & TurboCoupe) (1983-88)
- Thunderbird (V6 & SuperCoupe) (1989-97)

General Motors
- Chevelle, El Camino, Tempest, etc. (A-body) (1964-67)
- Chevelle, Cutlass, El Camino, GTO, etc. (A-body) (1968-72)
- LeMans, Cutlass, Chevelle, El Camino, etc. (A-Body) (1973-77)
- Malibu, Cutlass, El Camino, etc. (A-body) (1978-81)
- Monte Carlo, Grand Prix, Regal, El Camino, etc. (A-body)(1982-88)
- S10, S15, & Sonoma (6-cyl) (1982-93)
- S10 & Sonoma (6-cyl) (1994-04)

Mercury
- Capri (6-cyl & 8-cyl) (1979-93)
- Capri Turbo (4-cyl) (1979-93)
- Comet (6-cyl & 8-cyl) (1971-77)

Merkur
- XR4Ti (1985-88)

Pontiac
- Firebird & TransAm (1967-69)
- Firebird & TransAm (1970-81)
- Firebird & TransAm (1982-92)
- Firebird & TransAm (1993-2002)
- Trans-Am Turbo (1989)
- GTO (2004-06)

Saleen
- Mustang (w/o IRS or forced induction) (1979-93)

Shelby
- GT350 & GT500 (1965-70)

Yenko
- Stinger (1965-69) ..... weight (lbs.): 1850

US Sedans (6-cyl and 8-cyl, NOC)

D Prepared (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes, and track dimensions are as per Section 17.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase. A maximum of 12" is permitted.[4]

Weight formulas (lbs):

Engines with *3 or 4 valves per cylinder and* displacement less than or equal to 1667 cc: 1.06 x displacement (cc)

Engines with *3 or 4 valves per cylinder and* displacement greater than 1667 cc: 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)

Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

Solid Axle: -50

Wheels greater than 10" wide up to 12" wide: +100[4]

Alfa Romeo

1600 GTV (1974)

Alfetta GT (1976-79)

Alt cyl head: P/N 19510.01053.04.

Giuletta Sprint & Spider (1570 cc)

Giulia 1300 & 1300 Ti (1964-71)

GT 1300 Jr & GTA Jr (1966-77)

GTA (bore & stroke: 78 mm x 67.5 mm)

GTV 1750, 2000 (1967-77)

Alt cyl head: #19510.01053.04 (twin plug) – add 100 lbs.

Junior Z

Spider Duetto 1750 Spider Veloce (1779 cc) (1969-70)

Alt body part: Niki Lauda Edition Spoiler

Spider 2000 & Spider 2000 Veloce (1962 cc) (1971-76)

Alt body part: Niki Lauda Edition spoiler

Sport Sedan

Alt cyl head: #19510.01053.04 (twin plug) – add 100 lbs.

Sedans & sports cars (RWD, NOC)

Alpine

A108

A110 1100

Austin-Healey & MG

100-4 (2660 cc)

Alt part: louvered hood

[4] *Fastrack News, April 2015*

MGA Twin Cam
Allowed to replace wood floorboards with metal
MGA
Replace wood floorboards with metal
MGB & MGB-GT
Sprite/Midget

BMW
1600 (1966-77)
2002, 2002ti, & 2002tii (1968-76)
2000ti (1966-72)
320i
3 Series E21 (4-cyl) (1975-83)
3 Series E30 (4-cyl) (1984-93)
3 Series & M3 (8v & 16v, E30 chassis)
530i (1975-78)
Z3 (4-cyl)
Sedans (RWD, NOC)

Chevrolet
Vega & Cosworth Vega (1971-77)

Datsun
1500 (SPL 310), 1600 (SPL 311/311U), & 2000 (SRL 311) Roadster

Dodge & Plymouth
Colt & Champ (1971-78)

Elva
Courier (1600, 1800)
ATB 7224 MGA axle housing assembly

Fiat & Bertone
124 Spider (1600, 2000) & 124 Spider Abarth (1995 cc)
124 Coupe & Sedan (1966-74)
124 Sport Coupe (1592 & 1608 cc)
131 & Brava (1974-84)
850 (all, incl. Abarth)
X1/9

Ford & Mercury
Anglia Super (1962-67)
Capri (non-US) (1969-77)
Alternate 2.3L: SVO cyl head #M-6049-A230
Cortina (1964-68)
Escort Mexico
Escort Super & 1300 GT
Mustang II (2.3L) (1974-78)
Alt 2.3L cyl head: SVO #M-6049-A230
Mustang & Capri (4-cyl non-turbo) (1979-93)
Alt 2.3L cyl head: SVO #M-6049-A230
Pinto (1971-80)
Alt 2.3L cyl head: SVO #M-6049-A230
Alt body parts: spoiler #D9FZ6440555-A; end piece #D9FZ6428010-A or

#D9FZ6428011-A

Isuzu
I-Mark (1981-84)
Impulse (non-turbo) (1983-89)

Jensen
Jensen-Healey (1973 cc)
Alternate Parts: cast iron sleeves

Lancia
Scorpion (1756 cc) (1976)
Fabric roof panel may be replaced with alternate materials.

Lotus
7 & 7A (948, 997, & 1098 cc)
Elan
Alt cyl head: #26RD0703
Super 7 (1340 cc & 1498 cc)
Europa (Renault 1470 cc/1565 cc & Lotus-Ford Twin Cam 1558 cc)
Alt cyl head (Renault): casting R-16 Renault
Alt cyl head (Twin cam): P/N 26RD0703

Mazda
626 (RWD)
Cosmo (1976-78)
Alt cyl head: #E515-10-100B
GLC (RWD) (1977-83)
Alt cyl head: #E515-10-100B
MX-5 Miata (1.6L & 1.8L, non-turbo) (1990-2005)
MX-5 (2006-10)

Mercedes
190E (1983-93)

Morgan
4/4 MkIV (2138 cc)
Replace wood floorboards with metal
4/4 MkV (2138 cc)
Replace wood floorboards with metal

Nissan & Datsun
200SX (S10 chassis) (1977-79)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
200SX (S110 chassis) (1980-83)
Alt cyl head: 11041-22010, 11041-U0600-A, 11041-U0602-SV, 1041-21901, or 11041-N7120
Alt engine: L20B or NAPS-Z
200SX (S12 chassis) (1984-88)
Alt cyl head: P/N 11041-N7120.
Engine: L20B or NAPS-Z
210 (1397 & 1488 cc) (1979-82)
210 (B310 chassis; 1.4 L) (1978-82)
Alt cyl head: #11041-H2303 or #11041-H5704

240SX (1989-98)
Alt engine: L20B with cyl head P/N 11041-N7120/22010 or 11041-V9182/U0600A
Hood may be modified for engine clearance.
510 (PL510) (1595 cc)
510 (PL510 chassis; 1.6 L, 1.8 L, & 2.0 L) (1968-73)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
510 (A10 chassis) (1979-81)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
610 (1973-76)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
710 (1974-77)
Alt cyl head: P/N 11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, or 11041-N7120
720 (2WD) (1980-86)
810 (1976-80)
810 Maxima (1981-83)
B110 (1171, 1237, 1288, 1397, & 1488 cc) (1970-73)
B210 (1171, 1237, 1288, 1397, & 1488 cc) (1974-78)
Alt cyl head: P/N 11041-H2300, 11041-25720, 11041-H1001, 11041-18001, 11041-H2303, 11041-H5704, or 11041-H9204

Opel
Ascona & Ascona SportWagon (1900 cc) (1971-75)
GT 1900
GT 1100
Kadett (1100 & 1900 cc) (1964-72)
Manta Sport Coupe & Manta Rallye (1900 cc) (1971-75)

Pontiac
Fiero (2.5L, 4-cyl)
Alt suspension: rear double A-arm
Air cleaner may protrude through engine hatch
Solstice (non-turbo)

Porsche
356, except Carrera and 1500, 1600
1300
912 & 912E (1600 & 1971 cc)
914 (4-cyl)
Cyl barrels of alt material allowed
924 (1984 cc, non-turbo)
Alt cyl: #933.104.302.50

Saturn
Sky (non-turbo)

Sunbeam
Alpine

Toyota
Celica (non-turbo, 2WD) (1970-77)
Celica (non-turbo, 2WD) (1978-81)
Celica (non-turbo, 2WD) (1982-85)
Corolla (non-turbo, 2WD) (1968-70)
Corolla (1588 cc) (1971-74)
Corolla (non-turbo, 2WD) (1971-74)
Corolla (non-turbo, 2WD) (1975-79)
Corolla (non-turbo, 2WD) (1980-83)
MR2 (1587 cc, non-supercharged) (1985-89)
MR2 (2164 cc, non-turbo) (1991-95)
MR2 Spyder (1794 cc) (2000-05)
Starlet (non-turbo, 2WD) (1981-84)
Alt engine: 4A-G 1.6L w/ cyl head #11101-16010 or #11101-16030

Triumph
GT6 (1998 cc)
Spitfire 1147
Spitfire 1296 MkIII
Spitfire 1296 MkIV
Spitfire 1493
TR-2 & TR-3
TR-4 & TR-4A (beam axle)
TR-4A (IRS)
TR-7 (1998 cc)
Alt rear spoiler: V-775

Turner
950S
1500
Alternate crankshaft: 125 E

TVR
1800

Volkswagen
Beetle (1300) (1965-66)
Beetle (1300, 1500, & 1600) (1967-69)
Beetle (1600) (1970-77)

Volvo
122S (1956-70)
Alt part: front axle cross member
Alt engine kit: 2127 cc
142S & 142E (1967-74)
Alt part: front axle cross member
Alt engine kit: 2174 cc
P-1800 (1780 cc)
P-1800 (1982 cc)
Sedans (RWD, NOC)

Other (4-cyl N/A, RWD, NOC)

E Prepared (EP)

Wheel size allowances are as per Section 17.4.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum width of 12" is permitted. Wheels greater than 10" up to 12" wide will receive an increased weight of 100 lbs.[4]

Weight Formulas (lbs.):

Piston Engines: 1.00 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc:1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: 1.00 x displacement (cc)

Vehicles competing under Level 2 (Limited Prep) allowances: 1.00 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than 2200 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Acura

- Integra (1986-89)
- Integra (1990-93)
  - Alt engine: 1590 cc
- Integra (1994-2001)
- RSX (2002-06)
- Sedans (N/A, FWD, NOC)

Audi

- 4000S (non-turbo, FWD) (1980-87)
- Sedans (N/A, FWD, NOC)

Austin & Morris

- America (1968-71)
- Mini Cooper S (1275)
  - Alt engines: 850, 970, 997, 998, 1071, or 1098 cc
  - Firewall modification for adjustable front track rod, front lower suspension arm.

Chevrolet, Pontiac, Buick, Oldsmobile, & Cadillac Equivalents

- Beretta (4-cyl & V6) (1987-96)
- Chevette (1976-87)
- Citation (1980-85)
- Nova (FWD)
- Sonic (non-turbo) (2012-13)
- Spectrum (1985-88)
- Sprint (non-turbo) (1985-91)

[4] *Fastrack News, April 2015*

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
- Colt & Champ (non-turbo) (1979-83)
- Colt & Mirage (non-turbo) (1984-88)
- Colt, Mirage, & Summit (non-turbo) (1989-92)
- Colt & Mirage (non-turbo) (1993-96)
- Daytona & Laser (2.2 L non-turbo) (1984-90)
- Eclipse, Laser, & Talon (16v & 8v non-turbo, FWD) (1982-90)
- Neon
- Neon (non-turbo) (1995-2005)
- Omni, Horizon, 024, & TC3 (1978-90)
- Shadow & Sundance (2.2 L) (1986-94)
- Shelby Charger (pre-1979)
- Shelby Charger (1983-87)
- Spirit & Acclaim (4-cyl) (1989-95)
- Sedans (N/A, FWD, NOC)

Fiat
- 128 Coupe SL & 3P (1290 cc) (1969-79)
- 500 (2011-15)

Ford & Mercury
- Escort (1997-2002)
- Escort, EXP, Lynx, & LN7 (1982-88)
- Escort & Lynx (1968-81)
- Escort GT & ZX-2 (1991-96)
- Escort GT (1981-90)
- Festiva (1984-97)
- Fiesta (1976-83)
- Focus (1998-2010)
- Probe (non-turbo) (1989-92)
- Probe (non-turbo) (1993-97)

Honda
- Accord (4-cyl)
  - Alt cyl head: #12100-P05-010 or #12100-P05-020
- Civic (1170 cc)
- Civic (1237 cc)
- Civic (1488 cc) (1980-83)
  - Alt cyl head: #12100-664-010 (2v per cyl)
- Civic (1984-87)
  - Alt cyl head: 1342 cc - #12100-PE2-000, #121000-PE7-000, or #12100-PE3-000; 1488 cc - #12100-PE3-010 or #121-XA1-0084
- Civic (1988-91)
- Civic (1992-95)
- Civic (non-Si) (1996-2000)
- Civic Si (1.6L DOHC VTEC) (1999-2000)
- Civic (2001-05)
- Civic (2006-10)
- CRX (1984-87)
  - Alt cyl head: 1342 cc - #12100-PE2-000, #121000-PE7-000, or #12100-

PE3-000; 1488 cc - #12100-PE3-010 or #121-XA1-0084
Alt body parts: Mugen front bumper/spoiler, front fender, rear fender, & rear bumper
CRX (1988-91)
DelSol (1993-96)
Fit (2009-15)
Prelude (1978-2001)
Alt cyl head: #12100-PC7-000, #12100-PC7-010, or #12100- PC7-020

Hyundai
Sonata (1989-2005)

Infiniti
I30 (1996-2001)
I35 (2002-04)

Isuzu
I-Mark (1985-89)
Impulse (non-turbo) (1990-92)
Stylus (1991-93)
Sport Coupe

Lancia
Beta
Zagato

Mazda
323 & GLC (non-turbo, FWD) (1980-95)
626 (non-turbo, 2WD) (1982-2002)
Mazda2 (2011-15)
MX-6 (non-turbo, 2WD) (1988-97)
Sedans (N/A, FWD, NOC)

MINI
Cooper (non-S) (2002-10)

Mitsubishi
Cordia (non-turbo, FWD) (1982-90)
Alt Spec: No split shift
Eclipse – see Chrysler
Mirage – see Chrysler

Nissan/Datsun
NX (B13 chassis) (1991-93)
Pulsar (N12 chassis) (1983-86)
Alt cyl head: P/N 11041-15M00
Pulsar (N13 chassis; 16v) (1987-90)
Alt cyl head: P/N 11041-15M00
Alt engine: A14
Sentra (B11 chassis) (1983-86)
Alt cyl head: P/N 11041-15M00

Sentra (B12 chassis; 1.6 L) (1987-90)
Alt cyl head: P/N 11041-15M00
Alt engine: L16
Sentra (B13 chassis; 2.0 L) (1991-94)
Alt cyl head: P/N 11041-H5704
Sentra & 200SX (B14 chassis) (1995-99)
Versa (2010-15)
Sedans (N/A, FWD, NOC)

Peugeot
405 (non-turbo) (1987-91)

Renault
Alliance, Encore, R-9, & R-11 (1982-89)
Alt cyl head: #77005972627
LeCar & R-5 (non-turbo, FWD) (1978-96)
Alt cyl head: #7700597627, firewall modifications when using alt head
R17 Gordini (1971-77)
Sedans (FWD, NOC)

Saab
93 & 96 Sedan (843 cc, 2-stroke)
96 (non-turbo, FWD) (1960-80)
99 (non-turbo, FWD) (1969-84)
900 (non-turbo, FWD) (1979-94)
Sonett (1498 & 1699 cc)
Sedans (non-turbo, FWD, NOC)

Saturn
S & L series (1991-2005)
ION (non-supercharged) (2003-07)

Subaru
GL Coupe (non-turbo, FWD)
Sedans (non-turbo, FWD, NOC)

Suzuki
Swift GA, GL, GTi, & GT (1985-2001)

Toyota
Celica (non-turbo, 2WD) (1986-89)
Celica (non-turbo, 2WD) (1990-93)
Celica (non-turbo, 2WD) (1994-99)
Celica (non-turbo, 2WD) (2000-05)
Corolla (non-turbo, 2WD) (1984-87)
Corolla (non-turbo, 2WD) (1988-92)
Alt engine: 4A-C
Corolla (non-turbo, 2WD) (1993-97)
Corolla (non-turbo, 2WD) (1998-2002)
Corolla (non-turbo, 2WD) (2003-08)
Paseo (non-turbo, 2WD) (1991-97)
Tercel (non-turbo, 2WD) (1980-82)
Tercel (non-turbo, 2WD) (1983-86)
Tercel (non-turbo, 2WD) (1987-90)

Tercel (non-turbo, 2WD) (1991-94)
Tercel (non-turbo, 2WD) (1995-99)
Yaris
Sedans (non-turbo, FWD, NOC)

Volkswagen
Corrado (16v, non-supercharged) (1988-95)
Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, 8v) (1975-92)
Golf & Jetta (A2 chassis) (1985-93)
Golf, GTI, & Jetta (A3 chassis; 1.8 L & 2.0 L non-turbo) (1993-98)
Golf, GTI, & Jetta (A4 chassis; 2.0 L non-turbo) (1999-2005)
Golf, GTI, & Jetta (A5 chassis; 2.5 L 5-cyl) (2006-09)
New Beetle (2.0 L non-turbo & 2.5 L 5-cyl) (1998-2010)
Sedans (N/A, FWD, NOC)

Yugo (1986-92)

Other (4-cyl N/A, FWD, NOC)

Level 2 (Limited Preparation) Vehicles

This list of vehicles and the allowances below was developed from Level 2 (Limited Prep) vehicles listed in the Club Racing GCR under Production Category. The goal is for these cars to be less expensive and easier to prepare but allow them to be fully competitive with the cars currently in Prepared class E (EP).

The following vehicles are classed in EP with the Level 2 (Limited Prep) allowances per Section 17, Prepared Category, and the specifications listed below.

Permitted optional carburetors, for single carburetor cars, are:
A. Weber 32DGV, 32DGAV, or 32DGEV
B. Weber 32/36DGV, 32/36DGAV, or 32/36DGEV
C. Weber 32/36DFV, 32/36DFAV, or 32/36DFEV
D. Weber 34DAT, 34DATR, 34DATRA, or 34DMTR
E. Holley-Weber 5200

Make
Model — *Valve Size In./Ex. (max in.)*
Engine displacement
Induction
Additional specifications

Ford
Fiesta (1978-80) — *1.41/1.24*
1598 cc
(1) 40DCN, 40DCNF, or 40IDF
Comp ratio to 11.0:1, valve lift to 0.450"
Festiva (1988-93) — *1.26/1.10*
1324 cc
Fuel Inj or Carb
Comp ratio to 10.5:1, valve lift to 0.450"

Geo
Metro 13BA (1989-94) *1.42/1.18*
1298 cc
Fuel Inj
Comp ratio limited to 11.0:1, valve lift to 0.450"

Honda
Civic, Civic Si, CRX, & CRX Si (1984-87)
1488 cc *1.07/1.30*
Fuel Inj or Carb
Comp ratio to 11.0:1, valve lift to 0.390"
Civic, (all) & CRX (all) (1988-91) *1.14/0.98*
1493cc
Fuel Inj;
Comp ratio to 11.0:1; valve lift to 0.390"
1590cc
Comp ratio to 11.0:1; valve lift to 0.390"

Renault
Alliance/Encore (1984-87) *1.50/1.28*
1721 cc
Fuel Inj
Comp ratio to 10.5:1, valve lift to 0.450"

Suzuki
Swift GA (1989-94) *1.42/1.18*
1298 cc
Fuel Inj
Comp ratio limited to 11.0:1, valve lift to 0.450"

Volkswagen
Golf (GTI, GT, GL) (non-turbo) *1.57/1.30*
1780 cc
Fuel Inj
Comp ratio to 11.5:1, valve lift to 0.420"
Jetta ('85-'91) *1.57/1.30*
1780 cc
Fuel Inj
Comp ratio to 11.5:1, valve lift to 0.420"
Rabbit ('81-'84) *1.34/1.22*
1715 cc
Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.450"
Rabbit GTI (8v) ('83-'84) *1.57/1.30*
1780 cc
Fuel Inj
Comp ratio limited to 12.0:1, valve lift to 0.420"
Rabbit *1.34/1.22*
1588 cc
(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.450"

Scirocco ('81-'84) *1.34/1.22*
1715 cc
Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.450"
Scirocco (8v) ('83-'88) *1.57/1.30*
1780 cc
Fuel Inj
Comp ratio to 12.0:1, valve lift to 0.420"
Scirocco *1.34/1.22*
1457 cc
1471 cc
1457: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes or Fuel Inj
1471: (1) 40DCN, 40DCNF, or 40IDF w/32mm chokes
Comp ratio to 11.0:1, valve lift to 0.450"
Scirocco *1.34/1.22*
1588 cc
(1) 40DCN or 40DCNF w/32mm chokes or Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.450"

F Prepared (FP)

Wheel size allowances are as per Section 17.4.

Minimum weights are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10" wide are allowed with no weight increase; a maximum width of 12" is permitted. Wheels greater than 10" up to 12" wide will receive an increased weight of 100 lbs.[4]

Weight formulas (lbs.):

Piston Engines: 0.75 x displacement (cc)

Rotary Engines: 0.70 x specified displacement (cc)

Forced Induction: + 0.450 x displacement (cc)

Peripheral Port Rotary: + 0.050 x displacement (cc)

AWD: + 0.100 x displacement (cc)

FWD: - 0.100 x displacement (cc)

Solid Drive Axle: -0.05 x displacement

Weight Adjustments: Equipment, Weight (lbs.)

Regardless of the weight formulas above no car may weigh less than 1900 lbs. or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Weight Calculation Example

Subaru WRX STI (2.5 L) with 11" wheel width

Actual displacement (before overbore): 2457 cc

The formula would be: 0.750 (piston engine) + 0.450 (forced induction) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight: 1.3 x 2457 = 3195 lbs. (exceeds maximum limit).

2700 lbs. (maximum calculated weight) + 100 lbs. (wheel width over 10" weight adjustment) = 2800 lbs. (total competition weight).

Acura
NSX (1990-2005)

Alfa Romeo
GTV V6 (1981-86)

Audi
4000, 4000 Quattro, Coupe Quattro, Coupe (1981-87)
90 Coupe, 90 Quattro Coupe & Sedan (1990-91)
TT

Austin-Healey
3000 (1959-67)
100-6 (1956-59)

BMW
1 Series (6-cyl non-turbo, E82/E88 chassis) (2008-10)
3 Series (6-cyl 12v, E30 chassis) (1984-90)
3 Series (6-cyl 24v, E36 chassis) (1992-98)

[4] *Fastrack News, April 2015*

3 Series (6-cyl all, E46 chassis) (1999-2005)
3 Series (6-cyl non-turbo, E90/E91/E92/E93 chassis) (2006-10)

Chevrolet
Sprint Turbo

Chrysler, Plymouth, Dodge, Eagle, & Mitsubishi
Colt Turbo
Daytona/Laser (Turbo) (1984-89)
Omni Turbo
Shadow & Sundance (Turbo) (1987-94)
SRT-4 (Neon chassis) (2003-05)
Talon & Laser (Turbo, FWD & AWD) (1989-94)
Conquest & Starion Turbo

Ferrari
Dino 246
Dino 246 GT
308 (all)

Honda
S2000 (2000-09)

Isuzu
I-Mark RS (16V & Turbo, FWD)

Jaguar
XKE (1961-74) (6-cyl)
XKE (1961-74) (V12)

Lexus
IS300 (2001-05)

Lotus
Elise & Exige (normally-aspirated) (1996-2010)

Mazda
MazdaSpeed Protégé (2003)
MazdaSpeed MX-5 Miata (2004-05)
MX-6 (12A Rotary, no peripheral port) (1988-97)
MX6 GT Turbo
RX-2 (12A) (1971-74)
Specified Displacement: 2292 cc
Alt Spec: no peripheral port
RX-3 (12A) (1971-78)
Specified Displacement: 2292 cc
Alt Spec: No peripheral port
RX-4 (12A or 13B) (1974-78)
Specified Displacement: 12A, 2292 cc; 13B, 2616 cc
Alt Spec: No peripheral port
RX-7 (12A or 13B, bridge or peripheral porting allowed) (1979-85)
Alt engine: Renesis
Specified displacement: 12A, 2292 cc; 13B & Renesis, 2616 cc

RX-7 (13B, bridge or peripheral porting allowed) (1986-91)
Alt Engine: Renesis
Specified displacement: 13B & Renesis, 2616 cc
RX-8 (bridge or peripheral porting allowed)
Alt engines: 12A or 13B
Specified displacement: 12A, 2292 cc; 13B & Renesis, 2616 cc
Standard intake manifold may be used

MINI
Cooper S (2002-10)

Mitsubishi
Eclipse Turbo (FWD & AWD) (1990-98)
Lancer Evolution (2003-06)

Morgan
Plus 8

Nissan & Datsun
240Z, 260Z, 280Z (incl. 2+2) (1970-78)
280ZX (incl. 2+2) (1979-83)
300ZX (Z31 chassis) (1984-89)
Alt part: headlight covers
300ZX (non-turbo, Z32 chassis) (1990-96)
Alt part: rear facing hood scoop (3.5" max height)
350Z
370Z (2009-14)

Pontiac
Fiero (V-6 2.8L)
Alt suspension: rear double A-arm
Air cleaner may protrude through engine hatch
Solstice GXP

Porsche
911 (3.6L & under, non-turbo)
Alt cyl heads: twin plug
914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl *air-cooled*)
Alt cyl heads: twin plug
924S (1986-88)
Alt cyl head: P/N 933.104.302.50 with 36 mm ex. valves
924 Turbo
944 (non-turbo, all) (1982-91)
968 (1992-95)
Boxster & Cayman

Saab
99 (1968-84)
900 Turbo & 900 SPG Turbo 16v (1979-88)

Saturn
Sky Red Line

Subaru
Impreza (AWD) & WRX (all)

SVX (1992-97)
Sedans/Coupes (Turbo, NOC)

Suzuki
Swift Turbo

Toyota
Celica All-Trac (1988-89)
Celica All-Trac (1990-93)
Celica All-Trac (1994-99)
Celica Supra (1979-81)
Celica Supra (1982-86)
Supra (non-turbo) (1986½-92)
Supra (non-turbo) (1993-98)
MR2 Supercharged (Mk1 chassis) (1988-89)
Alternate parts: 1985-89 chassis
MR2 Turbo (1991-95)

Triumph
TR6 (1969-76)
TR8 (215 c.i. or 4L)
TR250 (1967-68)

TVR
6-cyl

Volkswagen
Corrado (VR6 or 1.8L Supercharged w/ 54 mm inlet restrictor) (1990-95)
Golf, GTI, & Jetta (TDI or VR6, A3 chassis) (1993-98)
Golf, GTI, & Jetta (1.8T, TDI, or VR6, A4 chassis) (1999-2005)
Golf, GTI, & Jetta (2.0T or TDI, A5 chassis) (2006-10)
New Beetle (1.8T or TDI) (1998-2010)
R32 (3.2L V6, AWD) (2004)
Sedans (4-cyl forced induction & 6-cyl, NOC)

SPORTS CAR CLUB
OF AMERICA
®

MODIFIED CATEGORY

All listed weights are with driver except where noted otherwise. Weights not listed default to the appropriate SCCA® Club Racing GCR (General Competition Rules) reference. "Car" is defined in Section 12. In the Solo® Rules Sections where preparation allowances are specified and if there are conflicts with the GCR allowances, the Solo® Rules shall take precedence.

A Modified (AM)

Cars with a minimum weight of 900 lbs. with driver and a minimum 72" (182.9 cm) wheelbase, plus Formula SAE as specified in Section 18.5. Club Racing GCR-compliant Formula S (FS) and A Sports Racer (ASR) vehicles may compete in this class.

B Modified (BM)

All Formula Cars or Sports Racers compliant under the 2013 Club Racing GCR, unless specifically classed elsewhere, with the following exceptions:

A. Spec tires are not required.

B. Minimum wheelbase of 80" (203.2 cm).

C. Sports Racers and all Open-Wheel Cars including Formula Atlantics:

1. Turbocharged and supercharged engines are not permitted.
2. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.
   Minimum weight with driver: ..... 1020 lbs.
3. May use any 2v/cyl automobile-based production engines up to 1615 cc.
   Minimum Weight with driver: ..... 1110 lbs.
4. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
   Minimum weight with driver: ..... 1180 lbs.
5. May use any engine up to 3000 cc.
   Minimum weight with driver: ..... 1285 lbs.
6. Minimum rim width: ..... none.
7. Maximum allowed rim width: ..... 15 in.

D. Formula 2000 and Formula Continental per GCR/FCS:

1. Minimum weight with driver: ..... 1090 lbs.
2. Rim width: ..... unrestricted
3. Airfoil maximum size per Formula Atlantic rules.

E. Aerodynamic restrictions for Sports Racers:

The total area when viewed from the top of all wings shall not exceed 8 sq. ft. The 2013 GCR CSR/DSR 45% flat bottom rule and all other aero specifications shall also apply to ASR. Production cars as recognized in

DM/EM running in BM as sports racers must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the 2013 Club Racing GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer maximum height (45.25" per GCR 9.1.9).

2. Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the Club Racing FA specs with the exception that endplate gurney lips are not included. Endplate Gurney lips shall not exceed 2.75" additional width per side and shall not deviate more than 10° from vertical.

3. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm (0.4") above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

4. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. Formula S (FS) - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in section F.

C Modified (CM)

A. Modified Class C (CM) allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), Formula F (FF), and Sports 2000 (S2). Within the limitations of the GCR, additional frame bracing, suspension and steering changes, relocation of ancillary components (radiators, batteries, etc.), and their associated mounting brackets is permitted. Nothing in these rules is to be construed as overruling any GCR construction requirements or limitations except for those safety items which the Solo® Rules do not require. The purpose of these rules is to maintain the value of these cars for Club Racing and therefore their market value, and to prevent special Solo®-only Formula F vehicles.

Exceptions to the Club Racing GCR for all cars in this class:

1. Spec tire requirements do not apply.

2. Sports 2000 minimum weight with driver:

Cast iron cyl head and standard camshaft	1310 lbs.
Aluminum cyl head and standard camshaft	1335 lbs.
Cast iron cyl head and alternate camshaft	1335 lbs.
Mazda MZR engine	1335 lbs.

3. Only cars produced by the following manufacturers are eligible for FF in this class: ADF, Alexis, Anson, Caldwell, Citation, Crossle, Dulon,

Eagle, Elden, Forsgrini, Gemini, Hawke, Konig-Heath, LeGrand, Lola, Lotus, March, Merlyn, Mondiale, *Piper*, PRS, Reynard, Royale, *Stohr*, Swift, Tiga, Titan, Van Diemen, Winkleman, and Zink. Only cars produced by the following manufacturers are eligible for Sports 2000 in this class: Bobsy, Chevron, Daedalus, KBHMariah, Lola, March-Apache, Reynard, Royale, Shrike, Swift, and Tiga. The SEB may add to this list at any time, effective upon notification of the membership.

B. Other Club Racing GCR-compliant Formula Cars

1. Formula Vee (FV)
2. Formula First (FST)

C. Solo® Vee as per the following definition: Solo® Vee is based on Club Racing Formula Vee (FV) and all cars shall meet all specifications described in the Club Racing GCR Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine Choices

a) Any standard 1600 cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.

1) Solo® Vee engines may increase compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40.0 mm intake and 35.5 mm exhaust. Port location may not be changed from OE standard. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide centers shall remain OE standard. OE standard heads shall be used; however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44 mm carburetors with 28 mm ventures. If a balance tube is used between manifolds runners, it shall be restricted to one ½" (0.500", 50.8 mm) ID pipe. Any intake manifold not having a plenum chamber is permitted.

OR

2) Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining (such as, but not limited to, unshrouding of the valves) is permitted. Valve guide centers must remain OE standard. Increased displacement engines up to 1915cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. Port location may not be changed from OE standard.

OE standard heads shall be used; however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is permitted. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.

b) There shall be no mixing of allowances (e.g., carburetors from 1 above and displacement from 2 above).

2. Engine Components

a) Mixing of parts between different air-cooled engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.

b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.

c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.

d) The flywheel from either the alternate engine or from the 1200 cc engine may be used. Minimum flywheel weight is 12 lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine/flywheel assembly.

e) Any exhaust system which terminates more than 3" (7.62 cm) behind the rearmost part of the body may be used.

f) Counterweighted crankshaft and 8-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as standard. Crankshaft journals may be ground undersize a maximum of 0.030" (0.762 mm) less than standard dimensions. Crankshaft pulley is unrestricted.

g) Deep sump oil pan up to 2.5 qt. (2.37 L) additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are permitted. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure

accumulator (e.g., Accusump®) may be fitted.

h) Camshaft and valve train components are unrestricted with the following exceptions:

1. Pushrods shall be made of metal.
2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.
3. Roller camshafts are prohibited.
4. Rocker arms shall be standard ratio VW.
5. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.

i) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angles are unrestricted.

j) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (e.g., Helicoil®) is permitted providing that the spark plug centerline is not changed.

k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.

l) Voltage regulator, generator, and/or generator stand may be removed.

m) One or more batteries may be used.

n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.

o) Valve covers are unrestricted and may be bolted on.

p) Electric radiator/engine cooling fan(s) may be installed.

3. Transaxle

a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.

b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.

c) Any primary or final drive gears of any origin may be used. This does not allow the use of alternate transaxles. A reverse gear is

not required.

d) A device for locking-out reverse gear may be used.

e) A limited-slip differential (LSD) is permitted.

4. Bodywork

Bodywork to the rear of the main roll hoop may be removed.

5. Front Suspension

The front suspension shall be standard VW Type 1 sedan H-beam front suspension (i.e., link pin or ball joint) or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

a) Lugs welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. "Coil-overs" are permitted.

c) Removal of the shock towers above the upper H-beam tube centerline.

d) Relocation of the shock dampers. Shock dampers and their actuation are free.

e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.

f) Replacement of torsion bar rubbers with spacers of another material.

g) Installation of any ride height adjuster(s).

h) Removal of the drum brake backing plates.

i) In the link pin suspension, non-standard offset link pin bushings in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.

j) In the ball joint suspension, the camber/caster adjusting replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification.

l) Steering column altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the

spindle. Ball joints in the tie rods may be replaced with rod ends.

6. Wheels

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location. *Bolt pattern may be changed.*

b) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

7. Rear Suspension

a) The rear axle and tube assembly shall be standard VW Type 1 sedan (up to 1966) swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.

c) Springs, shock dampers, their actuation, and camber compensating devices are free.

8. Braking System - Front and Rear

a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.

b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

c) Any type lining or pad material may be used.

d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.

e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.

f) Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.

g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least 2 wheels.

h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

i) Brake lines may be of any suitable material, including steel braid-

ed lines.

9. Weight

Minimum weight with driver ..... 1000 lbs.

D Modified (DM)

Modified Production and GT cars with internal combustion engine displacement 2000 cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted in DM with the following restrictions:

1. No replacement of cast iron engine case segments with aluminum.
2. On the 12A engine, only side and rotor housings from 1974-86 engines shall be used.
3. No replacement of 12A or 13B sections, such as side plates, with those from other series engines (i.e., Renesis-type parts).
4. On 12A engines: no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water o-ring is permitted. On 13B engines, 4- & 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight w/ driver vs. Displacement

Piston engines up to & including 1800 cc ..... 1280 lbs.
12A rotary engines w/ porting restriction ..... 1280 lbs.
Piston engines 1801-2000 cc ..... 1380 lbs.
13B rotary engines w/ porting restriction ..... 1380 lbs.

C. Performance Adjustments

AWD ..... Add 200 lbs.
Modified Tub ..... Add 40 lbs.

D. Weight Bias Adjustment w/ driver sitting in the driver's seat

RWD w/ less than 51% weight on drive wheels ..... Deduct 35 lbs.
FWD ..... Deduct 35 lbs.
AWD ..... Not affected

E Modified (EM)

Modified Production and GT cars as follows:

A. Weight w/ driver vs. Displacement

Piston engines up to & including 3200 cc OHC ..... 1700 lbs.
Piston engines up to & including 4500 cc pushrod/OHV ..... 1700 lbs.
2-rotor rotary engines w/ unrestricted porting ..... 1700 lbs.
Piston engines unlimited displacement ..... 1800 lbs.
3-rotor rotary engines w/ unrestricted porting ..... 1800 lbs.
Electric powerplants (non-hybrid) ..... 1800 lbs.

B. Performance Adjustments

AWD ..... Add 300 lbs.
Modified Tub ..... Add 50 lbs.

C. Weight Bias Adjustment - with driver sitting in the driver's seat

RWD w/ less than 51% weight on drive wheels.....Deduct 50 lbs.
FWD.....Deduct 50 lbs.

F Modified (FM)

A. Club Racing GCR-compliant Formula 500 (F5) with the following exceptions (listed weights are with driver):

1. F5 cars manufactured prior to the current requirement for rubber vibration isolation need not conform to the current GCR Section 9.1.1.D.3.C.

2. F5 cars manufactured prior to January 1, 1990 need not comply with crushable structures as defined in the current GCR Section 9.1.1.D.9.

3. F5 cars manufactured prior to January 1, 1990 which utilize a 73" (185.42 cm) wheelbase may compete even though the driver's feet extend beyond the front edge of the wheel rims.

4. Minimum weights (lbs.) with driver
Kawasaki engine.....725
AMW engine.....800
Rotax 493 & 494 engine.....800
Rotax 593 engine.....850
600 cc motorcycle engine.....875
Wheelbase of 73" or less with 440 engine.....subtract 25

5. Rotax-powered cars are permitted to use 34 mm or 38 mm Mikuni round-slide carburetors. AMW powered cars may use either the 38 mm AMW carburetors or update to the 38 mm Mikuni round-slide carburetors. In order to accommodate the use of the approved Mikuni VM 38mm sidedraft carburetors on the AMW engine, the use of the AMW intake manifold (part #2736-00) is permitted as are the AMW rubber attachment boots, gaskets, and/or hardware required for the use of this manifold. Competitors using the Rotax 494 RAVE engine are required to use the 494 non-RAVE rotary valve (Rotax part #924509 or 924508, Ski Doo prefix 420, 147 degree designation that opens @ 135° BTDC and closes @ 64° ATDC) in their engine. RAVE valves shall be blocked in the "full open" position or left as delivered. No other alterations are permitted. 494 RAVE and non-RAVE parts may not be interchanged between the two engines unless specifically noted.

6. Competitors utilizing the Rotax 493 engine may leave the manufacturer's specified intake balance tubes in place or, at their option, completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The Rotax 493 engine is limited to a Y-pipe exhaust manifold and single expansion chamber as are the Rotax 494 and AMW engines.

7. F5 cars may utilize the Rotax 593 engine (1999 and up; bore: 76 mm, stroke: 65.8 mm) using 38 mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM. Such engines must use inlet tract restrictors (Cometic gasket #MA0242S-

P1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

8. All F440 & F500 engines may use any water thermostat. It may be modified or completely removed as necessary to aid water cooling. The water bypass may be blocked and alternate water cooling plumbing may be used. Electric water pumps may be used.

9. F440 & F500 cars in FM are not required in Solo® to have the sidepods now mandated by Club Racing if they were manufactured prior to 1984 in which that requirement was added to the GCR. Sidepods may not be removed from a car which was originally manufactured with them. The measurements for the height, the maximum width (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork E.9 2nd paragraph, shall have an allowance from the GCR of ±1" (±25.4 mm). It is the intent of this allowance to maintain the ability of the sidepod(s) to continue to hold such items as fuel tanks, battery, and radiator(s), but not to allow sidepods to be used for ground effects to achieve aerodynamic downforce on the vehicle.

10. Electric radiator/engine cooling fan(s) may be installed.

B. Dwarf Cars®, 600 Racing Inc Legends Cars®, and Baby Grand Cars®

Vehicles built and prepared to Western States Dwarf Car Association® (WSDCA®), US Legend Cars International®, or MMRA® Baby Grand® specifications are assigned to Modified Class F (FM).

Note: If any conflict exists between the WSDCA®, US Legend Cars®, or Baby Grand® Rules and the Solo® Rules, the Solo® Rules shall take precedence.

1. Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

   a) Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.

   b) Any differential and final drive gear ratio may be used.

   c) Any shock absorber may be used.

   d) Any wheel up to 10" wide and any diameter may be used.

   e) Any anti-roll bar may be used.

   f) Any air filter is allowed.

   g) Any ballast is allowed provided it is mounted securely per the Solo® Rules.

   h) Any battery may be used.

   i) Engine does not need to be sealed but must conform to the ap-

propriate rule set.

j) Minimum weight w/ driver .....1250 lbs.

2. WSDCA®, US Legend Cars®, and Baby Grand® specific items not required are as follows:
   a) INEX-approved manufactured metal seat. Mounting guidelines still apply.
   b) Seatbelt harness dating requirements.
   c) Quick-release steering wheels.
   d) Fire extinguishers.
   e) Fire-retardant driver suit and gloves.
   f) Neck braces.
   g) Head and neck restraints (HNR).
3. Current Solo® Rules override WSDCA®, US Legend Cars®, and Baby Grand® rules for the following items:
   a) Helmets.
   b) Car number and class designation.
   c) Exhaust system, muffler, and tailpipe.